

Decision 82 09 972 September 22, 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:
Petition for Modification
filed May 21, 1982) ✓

In the matter of the application
of United Shuttle Systems, Inc. for
authority to operate as a passenger
and baggage stage between points in
Merced County and the San Francisco
International Airport.

Application 82-04-32
(Filed April 15, 1982)

In the matter of the application
of United Shuttle Systems, Inc. for
authority to operate as a passenger
and baggage stage between points in
San Joaquin County and the San
Francisco International Airport.

Application 82-04-33
(Filed April 15, 1982)

In the matter of the application
of United Shuttle Systems, Inc. for
authority to operate as a passenger
and baggage stage between points in
San Joaquin County and the San
Francisco International Airport.
Manteca and Tracy.

Application 82-04-42
(Filed April 21, 1982)

In the matter of the application
of Matthew J. Kehoe, DBA Federal
Shuttle Systems, for authority to
operate as a passenger and baggage
stage between points in Merced
County and the San Francisco
International Airport.

Application 82-04-60
(Filed April 26, 1982)

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

Application 82-04-61
(Filed April 26, 1982)

In the matter of the application)
of United Shuttle Systems, Inc., for)
authority to operate as a passenger)
and baggage stage between points in)
Stanislaus County and the San)
Francisco International Airport.)
-Turlock, Modesto, SFO-)

Application 82-05-36
(Filed May 12, 1982)

In the matter of the application)
of United Shuttle Systems, Inc., for)
authority to operate as a passenger)
and baggage stage between points in)
Alameda County and the San Francisco)
International Airport. -Livermore,)
Pleasanton, Dublin, SFO- Route)
No. 105.)

Application 82-05-37
(Filed May 12, 1982)

Calvin Moorad, for United Shuttle
Systems, Inc., applicant.

Douglas Neibauer, for Matthew Kehoe,
dba Federal Shuttle Systems, applicant
and protestant.

Richard Brozosky, for the Commission
staff.

O P I N I O N

Procedural Background

By Application (A.) 82-02-21, Matthew J. Kehoe and Donald L. Rees, doing business as Federal Shuttle Systems (FSS), sought a certificate of public convenience and necessity to operate as a passenger stage corporation transporting passengers and their baggage between Turlock/Modesto in Stanislaus County and San Francisco International Airport (SFO).

On April 15, 1982, Rees, on behalf of United Shuttle Systems, Inc. (USS), filed A.82-04-32 and 82-04-33 seeking authority to operate as a passenger stage corporation between Atwater/Merced in Merced County and SFO and between Lodi/Stockton in San Joaquin County and SFO.

On April 21, 1982, Rees, on behalf of USS, filed A.82-04-42 seeking authority to operate as a passenger stage corporation between Manteca/Tracy in San Joaquin County and SFO. On the same day, the Commission issued Decision (D.) 82-04-105 in A.82-02-21 authorizing Kehoe and Rees, dba FSS, to offer their proposed service between Turlock/Modesto and SFO.

On April 26, 1982, Kehoe, dba FSS, filed A.82-04-60 and 82-04-61 seeking authority to operate as a passenger stage corporation between Merced and SFO and between Lodi/Stockton and SFO. The proposed service involves authority similar to that requested by USS in A.82-04-32 and A.82-04-33.

On May 12, 1982, Rees, on behalf of USS, filed A.82-05-36 and A.82-05-37 seeking authority to operate as a passenger stage corporation between Turlock/Modesto and SFO and between Livermore/Pleasanton/Dublin and SFO. The proposed service in A.82-05-36 involves authority similar to that granted to Kehoe and Rees, dba FSS, by D.82-04-105 in A.82-02-21.

By petition filed May 21, 1982, Kehoe requested the Commission to modify D.82-04-105 by deleting the name of Donald L. Rees, the co-holder of the authority granted. By letter dated May 4, 1982, and received by the Executive Director, Rees requested that D.82-04-105 be modified to delete his name from the previously authorized certificate.

On May 19, 1982, Kehoe, dba FSS, filed protests in USS's A.82-04-32 and A.82-04-33. On May 24, 1982, Kehoe, dba FSS, filed a protest in USS's A.82-04-42. On June 9, 1982, Kehoe, dba FSS, filed protests in USS's A.82-05-36 and A.82-05-37. In its various protests to the applications filed by USS, FSS maintained that the authority sought by USS was duplicative of that sought by FSS and that two similar shuttle services could not economically operate over the requested routes.

On July 16, 1982, the presiding administrative law judge received a letter from Eastbay Airporter, Inc. (Eastbay) which objected to those portions of A.82-05-37 which propose to offer service between Dublin and SFO. Eastbay stated that it currently had an application pending, A.82-02-20, to provide on-call service between Dublin and SFO and further that it did not believe that the community of Dublin could economically support two similar shuttle services to SFO.

On July 19, 1982, public hearing was held in consolidated applications, A.82-04-32, A.82-04-33, A.82-04-42, A.82-04-60, A.82-04-61, A.82-05-36, and A.82-05-37. The matters were submitted upon completion of the hearing. We will further consolidate the above-referenced applications with A.82-02-21 and the pending petition for modification and issue one decision resolving the procedural and substantive intricacies raised by these applications.

Discussion

This tortuous procedural entanglement, involving applications, competing applications for duplicative authority, protests, allegations of wrongdoing, etc., has its apparent beginnings in an ill-fated joint business venture between Kehoe and Rees. For reasons unknown to the Commission and irrelevant to our consideration of these matters, the plans of Kehoe and Rees to provide a shuttle service between SFO and various points in Merced, Stanislaus, and San Joaquin Counties never reached fruition. Instead, two entities, FSS and USS, were formed; and each now seeks Commission approval of its request to essentially provide the same service.

As a consequence of the consolidated applications and various related pleadings, the Commission is presented with the following circumstances:

1. Kehoe and Rees, dba FSS, have received authorization to provide shuttle service between Turlock/Modesto and SFO; Kehoe has petitioned the Commission, with Rees' concurrence, to delete the name of Rees as a co-holder of the granted authority.
2. USS¹ requests Commission authority to provide shuttle service between SFO and the following points: (a) Atwater and Merced in Merced County, (b) Lodi and Stockton and Tracy and Manteca in San Joaquin County, (c) Livermore, Pleasanton, and Dublin in Alameda County, and (d) Modesto/Turlock in Stanislaus County.
3. Kehoe, dba FSS, has protested all applications by USS to provide shuttle service to SFO.

¹ Subsequent to filing the various applications on behalf of USS, Rees left its employ; and USS is now operating under new management.

4. Eastbay objects to the request of USS to provide shuttle service between Dublin and SFO.
5. Kehoe, dba FSS, requests Commission authority to provide shuttle service between SFO and the following points:
(a) Merced and (b) Lodi/Stockton.

It is our responsibility to review the various applications and pleadings to determine whether the requested services are required by "public convenience and necessity" and whether the respective applicants are fit to provide the service.

With respect to whether the proposed shuttle services are required to meet a perceived public need, the testimony and evidence of record compels an affirmative answer. The evidence indicates that in the aftermath of airline deregulation commuter air service from Stockton/Modesto and other locations in the Central Valley to SFO has not satisfactorily met customer demand and expectations. Letters from travel agencies located in the Central Valley were received in evidence for the purpose of showing the need for a reliable shuttle service to SFO in light of the instability of the commuter airlines serving the area. Furthermore, petitions, which contained the names of several hundred Central Valley residents and which were tendered to the correspondence file, enthusiastically supported the need for alternative transportation to SFO similar to the proposed services.

The record clearly indicates a public need for the proposed shuttle service from points in the Central Valley to SFO. We must now address whether USS or FSS or both are fit to provide the service. Therefore, we will analyze the qualifications of the two entities.

If authority is granted, USS intends to begin immediate service between Modesto/Turlock and SFO and within two to three months after the grant of authority to commence service between SFO

and the other points, i.e. Manteca/Tracy, Lodi/Stockton, Atwater/Merced, Livermore/Pleasanton/Dublin, for which it seeks its authority. USS proposes to perform a regularly scheduled, reserved seat service on a seven-day per week basis. Only those passengers originating at or destined to SFO will be carried. The one-way fare from Turlock/Modesto will be \$17 for adults and \$10 for children. Fares from the other points will vary slightly in relation to their distance from SFO.

USS will use the following vehicles in providing initial service between Turlock/Modesto and SFO:

"Two (2) passenger type, U.S. made Vans.
Ford, Chrysler, or General Motors products.
Fully Automatic, full power steering and
brakes. Air conditioned, with low sound
interior. Vehicles comply with all P.U.C.
and C.H.P. regulations."

One vehicle will be a van conversion based on the above-referenced vehicles. The vehicle is a 21-passenger model based on a Ford vehicle cab and chassis; it is made by El Dorado, Inc. USS maintains that it has more than adequate luggage space and that the interior is highly suited for airport feeder transportation. Items such as individual reclining seats, air vents, and reading lights, in addition to an overhead luggage rack and center aisle, give the passenger the same comforts he has come to expect on major air carriers. The vehicle is currently in production. USS alleges that it passes all Commission and California Highway Patrol roadworthiness tests.

USS states that it will have its vehicles, or any other vehicle it uses, covered by liability insurance in amounts that exceed the minimums required under the Commission General Order 101-C. Further USS's vehicles will be garaged, serviced, and maintained at its present vehicle service facilities located in Tracy and Manteca. Servicing and maintenance will be performed by USS's employees with the assistance of outside firms for major items as necessary.

USS asserts that its assets as of April 15, 1982, consist of \$25,000 cash on deposit in the bank. Furthermore, evidence was submitted by USS indicating that individual shareholders of USS would be willing to pledge assets valued in excess of \$500,000 in support of USS's operations.

In support of its application, USS contends that it is familiar with the air transport industry and the feeder-type service desired. Its long-range plans include a feeder network to the nation's major air hubs using airline management strategy and operational policy for surface-type vehicles. By incorporating ideas such as interline ticketing agreements, gates at major air terminals, and interline freight contracts, USS maintains that the public will benefit from a comprehensive network of low-cost transportation that is quick, reliable, responsible, and safe. Due to the tenuous nature of current commuter air carrier operations, USS feels that its proposed service is an attractive alternative and is positively in the public interest. The stated purpose of USS's application is to transport those persons wishing to go to SFO from the various areas who require a dependable and good quality transportation service alternative. USS is willing to compete with FSS and did not protest FSS's applications for similar service.

If its requested modification and authority is granted, FSS, like USS, intends to commence immediate service from Turlock/Modesto to SFO with gradual expansion of service between SFO and the other authorized points, i.e. Lodi/Stockton and Merced. The one-way fare from Turlock/Modesto to SFO will be \$16 for adults and \$10 for children. Fares from Lodi/Stockton and Merced will be slightly higher.

FSS will use the following vehicles in providing in initial service between Turlock/Modesto and SFO:

- "Two (2) passenger type, U.S. made vans.
- Ford, Chrysler, or General Motors products.
- Fully Automatic, full power steering and

brakes. Air conditioned, and low sound interior. Vehicles comply with all P.U.C. and C.H.P. regulations."

At hearing, FSS testified that it had recently purchased a new 11-passenger Ford van and a used Ford van to be employed as a backup vehicle. FSS states that it will have its vehicles, or any other vehicle it uses, covered by liability insurance in amounts that exceed the minimums required under the Commission's General Order 101-C. FSS's vehicles will be garaged, serviced, and maintained at its present vehicle service facilities located in Merced. Servicing and maintenance will be performed by FSS's employees with the assistance of outside firms for major items as necessary.

FSS presented information in its various applications representing that Kehoe who will operate and control FSS has total assets of \$371,617.

In support of its application, FSS maintains that the services offered by it are different and distinct from any public transportation system currently being offered to the public in the proposed areas. While the concept of airport bus transportation is not unique, FSS feels that there is no comparable alternate method of ground transportation from points in the Central Valley to SFO at the proposed fares and with the regularity and convenience proposed.

Richard Brozosky of the Commission staff appeared at the hearing and presented testimony. He sponsored an exhibit representing the various ground transportation services offered to and from the various Bay Area airports. Brozosky also indicated his opposition to a blanket policy granting any and all requests for certification as a passenger stage corporation. Brozosky concluded that granting all requests is equivalent to deregulation and that

such an action will discourage investment capital and encourage unreliable operators. Brozosky had no recommendation regarding the applications at issue in the hearing.

Based upon our review of the record we can find no grounds to distinguish between FSS and USS on the basis of "fitness to serve the public". Both applicants appear willing and able to provide the services proposed in their respective applications. Both FSS and USS possess sufficient financial resources and expertise in the transportation field to offer reliable and economical shuttle services to SFO. Furthermore, evidence of public demand for the proposed services precludes us from concluding that the potential traffic is adequate to support only one service. Based upon information presented to the Commission, there is ample reason to believe that sufficient public interest in reliable ground transport from points in the Central Valley to SFO exists to warrant our approval of the applications of both FSS and USS.

In substance, we will grant the petition of FSS and modify D.82-04-105 to delete the name of Donald L. Rees from the passenger stage certificate granted to Matthew J. Kehoe and Donald L. Rees. This will be accomplished by issuing a new certificate in the name of Matthew J. Kehoe. Furthermore, based upon the record, we will grant all of the operating authorities sought in these consolidated applications. We are cognizant of Eastbay's objection to USS's proposed service between Dublin and SFO. However, since USS proposes a regularly scheduled service with its attendant convenience for the public as opposed to Eastbay's proposed "on-call" service, we feel that the services are sufficiently dissimilar to warrant our approval of USS's request to serve between Dublin and SFO.

Findings of Fact

1. USS requests the Commission to grant it authority to serve as a passenger stage corporation between SFO and Modesto/Turlock, Atwater/Merced, Lodi/Stockton, Manteca/Tracy, and Livermore/Pleasanton/Dublin.

2. FSS requests the Commission to grant it authority to serve as a passenger stage corporation between SFO and Modesto/Turlock, Lodi/Stockton, and Merced.

3. USS has the financial resources and equipment to provide the proposed service.

4. FSS has the financial resources and equipment to provide the proposed service.

5. There is a public need and demand for the services proposed by FSS and USS.

6. Protests to the applications of USS were received and public hearing was held on the matters.

7. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

8. Public convenience and necessity require that the applications be granted.

Conclusions of Law

1. Public convenience and necessity require that the applications be granted as set forth in the ensuing order.

2. Kehoe, dba FSS, should be granted authority to operate as a passenger stage corporation to operate between SFO and Modesto/Turlock, Lodi/Stockton, and Merced.

3. USS should be granted authority as a passenger stage corporation to operate between SFO and Modesto/Turlock, Tracy/Manteca, Lodi/Stockton, Atwater/Merced, and Livermore/Pleasanton/Dublin.

4. This order should become effective today so that FSS and USS can immediately commence to meet the public demand for their services.

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, dba Federal Shuttle Systems, authorizing him to operate as a passenger stage corporation, as defined in Public Utilities Code § 226, between the points and over the routes set forth in Appendix PSC-1247 to transport persons and their baggage.

2. A certificate of public convenience and necessity is granted to United Shuttle Systems, Inc. authorizing it to operate as a passenger stage corporation, as defined in Public Utilities Code § 226, between the points and over the routes set forth in Appendix PSC-1248, to transport persons and their baggage.

3. Matthew J. Kehoe and United Shuttle Systems, Inc. shall: ✓

- a. File a written acceptance of their certificates 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.

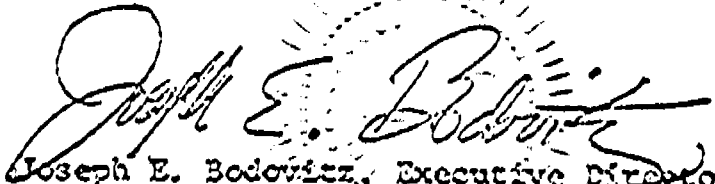
4. The certificate previously issued to Federal Shuttle Systems in D.82-04-105 is revoked and superseded by the authority granted by this decision.

This order is effective today.

Dated SEP 22 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. GRAVELLE
LEONARD M. GRIMES, JR.
VICTOR CALVO
PRISCILLA C. GREW
Commissioners

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


Joseph E. Bodovitz, Executive Director

Appendix PSC-1247

MATTHEW J. KEHOE

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-1247

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 09 072, dated SEP 22 1982,
of the Public Utilities Commission of the State of California,
in Applications 82-02-21, 82-04-60, and 82-04-61.

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Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-02-21, 82-04-60,
and 82-04-61.

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

Matthew J. Kehoe, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to operate as a passenger stage corporation to transport passengers and their baggage, over and along the routes described, between San Francisco International Airport (SFO), on the one hand, and points within the city limits of Modesto, Turlock, Lodi, Stockton, and Merced, on the other hand, subject to the following provisions:

- a. Applicant must provide a minimum of two round trips over each route per day. Additional trips may be provided on an on-call basis.
- b. The term "on-call" as used refers to service which is authorized to be rendered dependent on the demands of passengers. Tariffs and timetables shall show the conditions under which on-call service will be rendered.
- c. 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 certificate.
- d. When route descriptions are given in one direction, they apply to operation in either direction, unless otherwise indicated.

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-02-21, 82-04-60,
and 82-04-61.

SECTION 2. DESCRIPTION OF SERVICE POINTS.

1.0 Route 1 Pickup Service Points

1.1 City of Turlock

The Gardens - Best Western Motel
1999 North Frontage Road

1.2 City of Modesto

The Holiday Inn
1612 Sisk Road

2.0 Route 2 Pickup Service Points

2.1 City of Lodi

The Royal Host Inn - Best Western Motel
710 South Cherokee Lane

2.2 City of Stockton

Stockton Inn
4219 East Waterloo Road

3.0 Route 3 Pickup Service Point

3.1 City of Merced

Pine Cone Inn - Best Western Motel
Frontage Road

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-02-21, 82-04-60,
and 82-04-61.

SECTION 3. ROUTE DESCRIPTIONS.

Route 1. Turlock - Modesto - SFO

Beginning at The Gardens Motel in the City of Turlock, then via U.S. Highway 99 (north) to the Holiday Inn in the City of Modesto; then via U.S. Highway 99 (north), via State Highway 120 (west), via I-5 (south), via I-205 (west), via I-580 (west), via State Highway 238 (west), via State Highway 17 (south), via State Highway 92 (San Mateo Bridge-west), and via U.S. Highway 101 (north) to San Francisco International Airport.

Route 2. Lodi - Stockton - SFO

Beginning at the Royal Host Inn in the City of Lodi, then via Cherokee Lane (south), via U.S. Highway 99 (south), via Waterloo Road to the Stockton Inn; then via Waterloo Road, via U.S. Highway 99 (south), via State Highway 120 (west), via I-5 (south), via I-205 (west), via I-580 (west), via State Highway 238 (west), via State Highway 17 (south), via State Highway 92 (San Mateo Bridge - west), via U.S. Highway 101 (north) to San Francisco International Airport.

Route 3. Merced - SFO

Beginning at the Pine Cone Inn in the City of Merced, then via U.S. Highway 99 (north), via State Highway 120 (west), via I-5 (south), via I-205 (west), via I-580 (west), via State Highway 238 (west), via State Highway 17 (south), via State Highway 92 (San Mateo Bridge - west), via U.S. Highway 101 (north) to San Francisco International Airport.

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-02-21, 82-04-60, and 82-04-61.

Appendix PSC-1248 UNITED SHUTTLE SYSTEMS, INC. Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-1248

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 82-04-078, dated SEP 22 1982,
of the Public Utilities Commission of the State of California,
in Applications 82-04-32, 82-04-33, 82-04-42, 82-05-36, and 82-05-37.

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Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42,
82-05-36, and 82-05-37.

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

United Shuttle Systems, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to operate as a passenger stage corporation to transport passengers and their baggage, over and along the routes described, between San Francisco International Airport (SFO), on the one hand, and points within the city limits of Modesto, Turlock, Lodi, Stockton, Manteca, Tracy, Merced, Atwater, Livermore, Pleasanton, and Dublin, on the other hand, subject to the following provisions:

- a. Applicant must provide a minimum of two round trips over each route per day. Additional trips may be provided on an on-call basis.
- b. The term "on-call" as used refers to service which is authorized to be rendered dependent on the demands of passengers. Tariffs and timetables shall show the conditions under which on-call service will be rendered.
- c. 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 certificate.
- d. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42, 82-05-36, and 82-05-37.

SECTION 2. DESCRIPTION OF SERVICE POINTS.

1.0 Route 1 Pickup Service Points

1.1 City of Turlock

The Gardens - Best Western Motel
1999 North Frontage Road

1.2 City of Modesto

The Holiday Inn
1612 Sisk Road

2.0 Route 2 Pickup Service Points

2.1 City of Lodi

The Royal Host Inn - Best Western Motel
710 So. Cherokee Lane

2.2 City of Stockton

The Stockton Hilton
2323 Grand Canal Boulevard

3.0 Route 3 Pickup Service Points

3.1 City of Manteca

Brawley's Restaurant and Lounge
1405 E. Yosemite Avenue

3.2 City of Tracy

Tracy Inn
24 West 11th Street

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42,
82-05-36, and 82-05-37.

SECTION 2. DESCRIPTION OF SERVICE POINTS. (Continued)

4.0 Route 4 Pickup Service Points

4.1 City of Merced

Pine Cone Inn - Best Western Motel
Frontage Road

4.2 City of Atwater

J-D Coffee Shop
Frontage Road

5.0 Route 5 Pickup Service Points

5.1 City of Livermore

The Holiday Inn
Highway I-580 at Los Flores Road

5.2 City of Pleasanton

The Hungry Hunter Restaurant
5104 Hopyard Road

5.3 City of Dublin

The Howard Johnson Motel
6680 Regional

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42,
82-05-36, and 82-05-37.

SECTION 3. ROUTE DESCRIPTIONS.

Route 1. Turlock-Modesto-SFO

Beginning at The Gardens Motel in the City of Turlock, then northerly via Highway 99 to The Holiday Inn in the City of Modesto, then via Highways 99, 120, I-5, I-205, I-580, 238 to the San Mateo Bridge, then westerly along Highways 92 and 101 to San Francisco International Airport.

Route 2. Lodi-Stockton-SFO

Beginning at the Royal Host Inn in the City of Lodi, then via South Hutchins Street and West Lane (south), via March Lane (west) to The Stockton Hilton in the City of Stockton, then via March Lane (west), via I-5 (south), via I-205 (west), via I-580 (west), via State Highway 238 (south), via State Highway 92 (west), via U.S. Highway 101 (north) to the San Francisco International Airport.

Route 3. Manteca-Tracy-SFO

Beginning at Brawley's Restaurant and Lounge in the City of Manteca, then via Highway 99 (south), via Highway 120 (west), and Highway I-5 (southwest) to Tracy Inn in the City of Tracy, then via Highway I-580 (west), via Highway 238 (south), via State Highway 92 (west), via U.S. Highway 101 (north) to San Francisco International Airport.

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42, 82-05-36, and 82-05-37.

SECTION 3. ROUTE DESCRIPTIONS. (Continued)

Route 4. Merced-Atwater-SFO

Beginning at Pine Cone Inn in the City of Merced, then via Highway 99 (north) to J-D Coffee Shop in the City of Atwater, then via Highway 99 (north), via Highway 120 (west), via Highway I-5 (southwest), via Highway I-580 (west), via Highway 238 (south), via State Highway 92 (west), via U.S. Highway 101 (north) to the San Francisco International Airport.

Route 5. Livermore-Pleasanton-Dublin-SFO

Beginning at The Holiday Inn in the City of Livermore, then via the most direct and reasonable route to The Hungry Hunter Restaurant in the City of Pleasanton, then via appropriate streets and highways to The Howard Johnson Motel in the City of Dublin, then via Highway I-580 (west), 238 (south), 92 (west), and U.S. 101 (north) to the San Francisco International Airport.

Issued by California Public Utilities Commission.

Decision 82 09 072, Applications 82-04-32, 82-04-33, 82-04-42, 82-05-36, and 82-05-37.

Decision 82 09 072 SEP 22 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)
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Application 82-02-21
(Filed February 11, 1982;
X Petition for Modification
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In the matter of the application)
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Application 82-04-32
(Filed April 15, 1982)

In the matter of the application)
of United Shuttle Systems, Inc. for)
authority to operate as a passenger)
and baggage stage between points in)
San Joaquin County and the San)
Francisco International Airport.)

Application 82-04-33
(Filed April 15, 1982)

In the matter of the application)
of United Shuttle Systems, Inc. for)
authority to operate as a passenger)
and baggage stage between points in)
San Joaquin County and the San)
Francisco International Airport,)
Manteca and Tracy.)

Application 82-04-42
(Filed April 21, 1982)

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

Application 82-04-60
(Filed April 26, 1982)

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Matthew J. Kehoe, dba Federal Shuttle Systems, authorizing him to operate as a passenger stage corporation, as defined in Public Utilities Code § 226, between the points and over the routes set forth in Appendix PSC-1247 to transport persons and their baggage.

2. A certificate of public convenience and necessity is granted to United Shuttle Systems, Inc. authorizing it to operate as a passenger stage corporation, as defined in Public Utilities Code § 226, between the points and over the routes set forth in Appendix PSC-1248, to transport persons and their baggage.

3. Federal Shuttle Systems and United Shuttle Systems, Inc. shall:

- a. File a written acceptance of their certificates 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.