

Decision 83 08 022 AUG 3 1983

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Philip Brock and Brian Cann for certificate of public convenience and necessity to operate a passenger stage service between points in Nevada County and Placer County, and the Sacramento Metropolitan Airport.

Application 83-04-50  
(Filed April 22, 1983)

O P I N I O N

Applicants have requested a certificate of public convenience and necessity to establish and operate a passenger stage service for the transportation of passengers, luggage, and express between Grass Valley and the Sacramento Metropolitan Airport, with a scheduled stop on State Route 49 at Auburn, and on-call service (in Nevada County) to Penn Valley, Lake Wildwood Estates, Nevada City, Alta Sierra Estates, and Lake of the Pines Estates; also (in Placer County) to Colfax, Cool, Coloma, Foresthill, Newcastle, Penryn, Loomis, Rocklin, and Roseville.

Proposed one-way fares from Grass Valley to the airport will be \$14 for adults and \$7 for children from 2 to 12 years of age. The corresponding fares from Auburn to the airport will be \$12 for adults and \$6 for children. Passengers will be entitled to carry two suitcases and one carry-on. Extra luggage will be \$1 per extra unit. No bicycles or pets will be carried.

Applicants will operate two 15-passenger vans, either Ford or Chrysler, which will be air-conditioned and fully equipped. Applicants' financial statement (of Philip Brock) dated April 21, 1983 shows assets of \$202,000 and liabilities of \$92,500 with a net worth of \$109,450.

Applicants will operate four westbound and four eastbound schedules, as described below:

<u>Eastbound</u>					
Grass Valley	5:00 a.m.	Auburn	5:30 a.m.	SMA	6:15 a.m.
"	7:00 a.m.	"	7:30 a.m.	"	8:15 a.m.
"	10:30 a.m.	"	11:00 a.m.	"	11:45 a.m.
"	3:00 p.m.	"	3:30 p.m.	"	4:15 p.m.
<u>Westbound</u>					
SMA	7:00 a.m.	Auburn	7:45 a.m.	Grass Valley	8:15 a.m.
"	9:00 a.m.	"	9:45 a.m.	"	10:15 a.m.
"	12:15 p.m.	"	1:00 p.m.	"	1:30 p.m.
"	5:00 p.m.	"	5:45 p.m.	"	6:15 p.m.

The service will attract customers from outgoing and incoming flights. There is no other public transportation on the proposed route.

It is alleged that applicants completed a survey and many local residents promised to use the proposed service. Included were those who are retired, semiretired, or employed in the cities with nearby summer homes for their families.

It is further alleged that the proposed service will not interfere with any other passenger stage operator.

Notice of the filing of this application was listed in the Commission's Daily Calendar for April 26, 1983. There have been no protests or requests for hearing.

Findings of Fact

1. The passenger stage service proposed herein is not available at the present time.
2. Applicants possess the ability, experience, equipment, and financial resources needed to perform the aforesaid service.
3. Public convenience and necessity require that the service proposed by applicants be established.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

5. A public hearing is not necessary.

Conclusions of Law

1. The application should be granted.
2. The decision should be made effective on the date it is signed to allow applicants to initiate service during the summer months.

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 Philip Brock and Brian Cann 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 Appendix PSC-1305, to transport persons and their baggage and express.

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 Orders 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.

3. This certificate does not authorize the holder to conduct any operations on the property of or into any airport unless such operation is authorized by the airport authority involved.

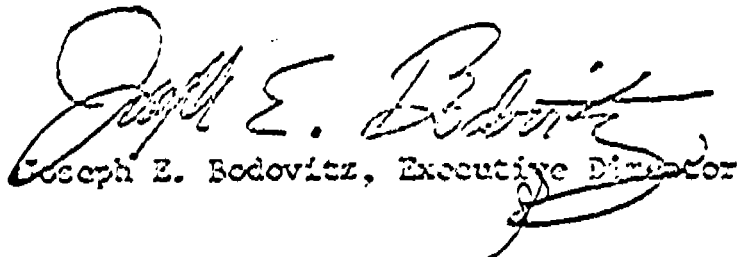
This order is effective today.

Dated AUG 3 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.  
President

VICTOR CALVO  
PRISCILLA C. CREW  
DONALD VIAL  
WILLIAM T. BAGLEY  
Commissioners

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

  
Joseph E. Bodovitz, Executive Director

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Appendix PSC-1305 PHILIP BROCK AND BRIAN CANN Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1305

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

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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.

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Issued under authority of Decision 83 08 022, dated  
AUG 5 1983, of the Public Utilities Commission of the  
State of California in Application 83-04-50.

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

Philip Brock and Brian Cann, by the certificate of public convenience and necessity granted by the decision noted in the margin, are authorized to transport passengers, baggage, and express between designated points in Nevada and Placer Counties and Sacramento Metropolitan Airport over the most appropriate routes, subject to the following provisions:

- a. Service between Grass Valley and Sacramento Metropolitan Airport, with stop at Auburn, will be operated on a regularly scheduled basis.
- b. "On-call" service to Sacramento Metropolitan Airport may be provided from the following locations:  
  
In Nevada County - Penn Valley, Lake Wildwood Estates, Nevada City, Alta Sierra Estates, Lake of the Pines Estates.  
  
In Placer County - Colfax, Cool, Coloma, Foresthill, Newcastle, Penryn, Loomis, Rocklin, Roseville.
- c. The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. Applicant's tariffs and timetables shall show the conditions under which each authorized "on-call" service will be rendered.

Issued by California Public Utilities Commission.

Decision 83 08 022, Application 83-04-50.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS. (Continued)

- d. Service shall be provided using 15 passenger van-type vehicles.
- e. Only passengers originating from or destined to Sacramento Metropolitan Airport will be carried.
- f. Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- g. Tariff and timetable filings shall specify the passenger loading and unloading locations at Grass Valley and Auburn.
- h. The transportation of baggage or express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than 100 pounds per shipment.

(END OF APPENDIX)

Issued by California Public Utilities Commission.

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