

Decision 95-08-055 August 11, 1995

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Taxi for Tots & Teens)
"A Shuttle Service for Young People")
Incorporated, for certificate of)
public convenience and necessity to)
operate as a passenger stage)
corporation between San Jose, Santa)
Clara, Mountain View, Los Gatos, Los)
Altos, Sunnyvale, Saratoga,)
Milpitas, Morgan Hill, Campbell,)
Cupertino, Los Altos Hills and)
Fremont, all in California.)

Application 94-11-008
(Filed November 3, 1994)

ORIGINAL

INTERIM OPINION

Taxi for Tots & Teens "A Shuttle Service for Young People" has applied for authority to operate as a passenger stage corporation (PSC) pursuant to Public Utilities Code section 1031, et seq. Applicant is a California corporation. Applicant proposes to operate its service between points in San Jose, Santa Clara, Mountain View, Los Gatos, Los Altos, Sunnyvale, Saratoga, Milpitas, Morgan Hill, Campbell, Cupertino, Los Altos Hills, and Fremont, California.

Applicant proposes to perform an on call, door-to-door service Monday through Saturday, between 5:30 am and 8:30 pm. Applicant intends to market this service to transport children under the age of 18 years. However, we recognize that some students attending secondary schools are 18 years of age or

older.¹ Parents, guardians, and adults designated by the parent or guardian may act as an escort to the shuttled infant or child. Applicant's proposed service includes trips to and from school, after-school activities, parent's work, grandparent's or parent's home, daycare, doctor offices, school events, and other parent-authorized destinations. Applicant's fares and rules are stated in Exhibit A of the application.

Applicant will initiate the service with one 8-passenger van and plans to expand to six vans by the third year of operation. Applicant claims that the requested cities house a large population of approximately 1.6 million people, of which 24 percent are people under the age of 18. A large number of the families within these cities have few, if any, alternative choices for transporting their children. Applicant will provide an alternative transportation system which will be available when other systems are not convenient, time saving, economical, viable, or safe.

Applicant currently holds charter party carrier authority (TCP-9471-P).

A balance sheet dated September 24, 1994, submitted with the application indicates total assets of over \$11,500 and total liabilities of \$4,400.

1. Restricting the proposed service to children 18 years of age or under could result in the transportation of some high school students and not their peers. This trouble us. The Vehicle Code, as discussed infra, provides for school bus, school pupil activity bus and youth bus transportation of children "at or below the twelfth grade." This designation avoids the obvious problem of providing a special transportation service to school age children, some of whom may obtain the age of majority while still in school.

DISCUSSION

Applicant's proposed operations fall within the definition of a passenger stage corporation as defined in Public Utilities Code section 226. A PSC is defined as

(E)very corporation or person engaged as a common carrier, for compensation, in the ownership, control, operation, or management of any passenger stage over any public highway in this state between fixed termini or over a regular route except those, 98 percent or more of whose operations as measured by total route mileage operated, which are exclusively within the limits of a single city ... or whose operations consist solely in the transportation of bona fide pupils attending an institution of learning between their homes and that institution. (Pub. Util. Code § 226(a).)

PSCs are not permitted to operate without first having obtained a certificate of public convenience and necessity (cpcn) from the Commission authorizing the proposed operation. (Pub. Util. Code § 1031.) The proposed youth transportation service can be categorized as a PSC because the applicant proposes to operate as a common carrier, engaged in transportation for compensation over the public highways of this state, between fixed termini, as well as the transportation of bona fide pupils between their homes and their schools on an individual fare basis.

The applicant contemplates transporting infants and children not only between their homes and schools but

2. Transportation of any pupils to and from a public or private school, or to and from activities of a public or private school, where the fare charged for the transportation is not computed, collected or demanded on an individual fare basis is not subject to a PSC designation. (Id., § 226(b).)

additionally to a variety of different locations, that may result in the transportation of infants and children to and from locations that are neither their homes nor schools. The Vehicle Code has provisions concerning certain specified forms of transportation of school children. For example, a "youth bus" is "... any bus, other than a school bus, designed for and when actually carrying not more than 16 persons and the driver, used to transport children at or below the 12th-grade level from a public or private school to a nonschool-related youth activity within 25 miles of the school." (Veh. Code § 680.)

The application now before us contemplates the use of minivans which generally accommodate seven passengers and a driver. The applicant also contemplates not only the transportation of children "at or below the 12th-grade level from a school to a nonschool-related youth activity within 25 miles of the school," but additionally the transportation of both infants and children to and from destinations that have no relation to school and which may exceed a 25 mile radius. Therefore, it appears that at the applicant's proposed services exceed those of a schoolbus, a school pupil activity bus or a youth bus.

The Vehicle Code contains provisions concerning the safe operations and licensing requirements for school bus, school pupil activity bus, and youth bus operations.³ For example,

3. A schoolbus is defined in Vehicle Code section 545, generally as "... any motor vehicle designed, used, or maintained for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or to or from public or private school activities." A school pupil activity bus is defined as "... any motor vehicle ... operated by a common carrier ... or by a charter-party carrier, used under a contractual agreement between a school and carrier to transport school pupils at or below the 12th-grade level to or from a public or private school activity, or used to transport pupils to

(Footnote continues on next page)

no person under the age of 18 years may drive pupils in a schoolbus. (Veh. Code § 12516.) Vehicle Code section 12517 concerns the licensing qualifications for schoolbus and pupil activity bus drivers. Vehicle Code section 12523 concerns the licensing requirements for youth bus operators, including successful completion of a driver training course consisting of 10 hours of classroom instruction and a minimum of 10 hours of behind-the-wheel training in a vehicle used as a youth bus, as well as refresher courses each 12 months, and a driver certificate issued only to qualified applicants who have successfully completed examinations administered by the Department of California Highway Patrol (CHP) and the Department of Motor Vehicles (DMV). Every person who operates a schoolbus is additionally required to successfully complete an examination on first aid practices. (Veh. Code § 12522.)

The Education Code contains certain provisions that duplicate the Vehicle Code with respect to the schoolbus, school pupil activity bus, and youth bus designations. (See e.g., Ed. Code §§ 39830, 39830.1.) The Education Code provides various safety requirements for schoolbus operations, including that the

(Footnote continued from previous page)

or from residential schools, when pupils are received and discharged at off-highway locations where a parent or adult designated by the parent is present to accept the pupil or place the pupil on the bus." (Veh. Code § 546.) A youth bus is "... any bus, other than a school bus, designed for and when actually carrying not more than 16 persons and the driver, used to transport children at or below the 12th- grade level from a public or private school to a nonschool-related youth activity within 25 miles of the school." (Id., § 680.)

CHP "... shall adopt regulations relating to the safe operations of schoolbuses which shall include requiring school district governing boards to include in their schoolbus driver training programs, the proper actions to be taken in the event that a schoolbus is hijacked." (Ed. Code § 39831; see also, *id.*, §§ 39823, 39833, 39834, 39838.) The Education Code also provides for the instruction in emergency procedures for all elementary and secondary level pupils who are transported in a schoolbus. (*Id.*, § 39831.5.)

The youth transportation service proposed by this applicant is within the PSC designation. The applicant does not intend to enter into a contract with schools, rather the applicant contemplates a contract for transportation with the parent or adult guardian of the youth, and payment of the fare on an individual-fare basis. Thus, neither the schoolbus nor school pupil activity bus designations appear relevant to the proposed service. As noted above, some but not all of the activities contemplated by this applicant fits within the youth bus definition. A variety of this applicant's proposed services are not statutorily defined, e.g., transportation concerning infants and transportation that is not between a child's school and a non-school related activity within a 25 mile radius exceeds the youth bus designation.

As illustrated above, the Legislature has enacted numerous provisions for the safety of minors being transported to and from their homes to schools and/or to nonschool-related activities. Further, the Legislature has authorized us to ensure the safe operations of PSCs. The Legislature has also enacted numerous other provisions to assist the public in finding safe and healthful childcare arrangements. (See e.g., Health & Safety Code § 1596 et seq.; Ed. Code § 8171 et seq.) In order to ensure the safety and general welfare of the public and the cultivation of this fledgling industry, we have, concurrently with this order, instituted a rulemaking so that this applicant and other interested parties have a forum to discuss what safety measures

should ultimately be adopted with respect to this unique new form of PSC. The applicant is directed to provide a copy of the letter from the Director of the Commission's Safety and Enforcement Division, attached hereto as Appendix A, to each parent or guardian with whom the applicant contracts for the transportation of a child. Applicant is also directed to provide a copy of Appendix A to each school and/or childcare facility to or from which a child passenger is transported.

Further, we believe it is clear that this unique service is aimed at a particular class of people, minors. It is reasonable to ensure that the children are transported safely by people knowledgeable of the special requirements and needs of children. It is also reasonable that parents and adult care providers designated by parents be permitted to accompany their children and that adults who are not accompanying child passengers and who are not designated by the parents to care for their children be excluded from this transportation service. The Public Utilities Code prohibits the granting of any unreasonable preference or advantage, or prejudice or disadvantage. (Pub. Util. Code § 453.) For all of the reasons discussed throughout this decision, it does not appear that the service offered here, nor the rates to be charged for this service are unreasonable.

The applicant has been in operation as a charter party carrier (TCP-9471-P) in good standing since September 13, 1994. The applicant has complied with all of the Commission's requirements for charter party carrier status. Many of these requirements are identical or similar to the requirements of a passenger stage corporation.

Accordingly, we shall grant this operator interim authority for a period of up to two years and subject to a later decision by the Commission on the proper rules and regulations for this new type of service. However, the authority granted today shall be limited to the transportation of children in the kindergarten through the twelfth grade level of school. In order for us to consider extending this authority to the operator to

transport infants and children below the kindergarten grade level, the operator must demonstrate to our satisfaction that it, and each and every of its drivers who will transport such young children or each of its employees accompanying such driver, is a duly licensed day care provider in good standing with the Department of Social Services of the State of California or has successfully completed a minimum of 10 hours of a child care health and education course.

In addition to the usual PSC compliance requirements, we shall also require this operator to establish several programs to ensure the safety of its children passengers. We take official notice of Vehicle Code section 12523(b) which requires driver training for youth bus drivers. Although the applicant does not propose youth bus operation, we believe that requirements similar to Vehicle Code section 12523(b) would better ensure the safety of the children passengers. We shall also require this applicant to perform a diligent search of each and every one of its drivers' records; the search shall include, but not be limited to, a background review administered by the Department of Justice through its Trust Line Unit to ensure that the drivers are morally fit. Applicant must additionally establish a preventative maintenance program which shall include, but not be limited to, inspection of the brake systems, components, and leaks, brake adjustments, fuel lines, lights, steering and suspension systems, tires and wheels and devices for all vehicles used in this service. Applicant shall maintain records of these programs in its office, subject to inspection by Commission staff pursuant to Part 6 of General Order (GO) 158.

Pursuant to the Commission's Rules of Practice and Procedure, rule 21(k), the applicant has mailed a notice that the application has been filed with the Commission to all city and county governmental entities and regional transportation planning agencies within whose boundaries passengers will be loaded or unloaded. Notice of filing of the application appeared in the Commission's Daily Calendar on November 8, 1994. There have been

no protests. Applicant appears to possess the financial responsibility necessary to provide the proposed service. The application should be granted for the interim period.

FINDINGS OF FACT

1. Applicant proposes to perform an on call, door-to-door service Monday through Saturday, between 5:30 am and 8:30 pm as a passenger stage corporation between points in San Jose, Santa Clara, Mountain View, Los Gatos, Los Altos, Sunnyvale, Saratoga, Milpitas, Morgan Hill, Campbell, Cupertino, Los Altos Hills, and Fremont, California.
2. Applicant proposes to transport only persons under the age of 18 and their escorts.
3. The primary passengers the applicant proposes to transport are infants and children.
4. Infants and children are a specific class of people, generally designated as minors.
5. Minors do not have the same availability to transportation alternatives that are available to adults.
6. The State of California requires that children four years of age or younger and/or under 40 pounds in weight use appropriate car seats to ensure their safe transportation by vehicle.
7. The State of California requires people operating childcare facilities as defined in the Health and Safety Code section 1596, to hold a valid license issued by the California Department of Social Services.
8. In the case of child care providers, the State of California requires the maintenance of an adult to child ratio no greater than 4:1 for the care of children under age two years, 1:12 for the care of children between the ages of 2 to 6 years, and no greater than 15:1 for children between the years of 6 to 14 years.
9. Minors are a particularly vulnerable group of people.

10 Children in secondary school are generally minors; however, some students in secondary school are 18 years of age or older.

11. Minors are a class of people.

12. It is not unreasonable to provide a specialized transportation service for minors.

13. It is not unreasonable to permit parents or adults designated by parents to care for their children, to escort children being transported by a passenger stage carrier.

14. It is not unreasonable for passenger stage corporations authorized to perform this unique child oriented transportation service to deny transportation to adults not accompanying children.

15. It is not unreasonable for the applicant to charge a special fare to adults accompanying children being transported by this specialized service.

16. Applicant's proposed operations fall within the definition of passenger stage corporation as defined in Public Utilities Code Section 226.

17. Applicant proposes to transport children not only to or from school to non-school related activities within a 25 mile radius, but also to and from a variety of other places and activities, some of which may exceed a 25 mile radius.

18. The Vehicle and Education Codes provide for specific age, educational, and driving requirements for youth bus drivers. The Vehicle Code further provides for criminal background checks for youth bus drivers.

19. Applicant's proposed operations exceed those contemplated by the Vehicle Code and specifically are not schoolbus, school pupil activity bus or youth bus operations.

20. The people of the State of California have an interest in the safe transportation and general welfare of children being transported by passenger stage corporations.

21. The service being offered is a unique type of transportation of children in that it contemplates children as

the primary passengers and it is not an arrangement made between the operator and a school district.

22. During the time that unaccompanied children are under the care of applicant's drivers, those drivers will be providing care for those children.

23. The California Department of Justice, through its Trust Line Unit, conducts background reviews of childcare providers and/or babysitters.

24. Because the State of California has recognized the particularly vulnerable state of children age 4 or younger by the use of special vehicle restraint systems for their transportation, by requiring providers in business for the care of young children to meet certain age and health requirements, and by requiring a certain adult to child ratio, we shall not authorize transportation of such infants and children without a further showing by the applicant that it and all of its employees who would transport or assist the driver in the transportation of such unaccompanied infants and young children, satisfy the requirements established by the State of California Department of Social Services for child care providers or have successfully completed a minimum of 10 hours of infant and child health and education courses.

25. It is reasonable to request the applicant to require each of its drivers and/or employees engaging in the transportation of children passengers to have successfully completed a cardio-pulmonary respiration (CPR) course for infants and children and to successfully complete annual refresher courses.

26. It is reasonable to request the applicant to require each of its drivers to have successfully completed an infant and child first aid course and to successfully complete annual refresher courses.

27. Applicant possesses the financial responsibility necessary to provide the proposed service.

28. Pursuant to the Commission's Rules of Practice and Procedure, rule 21(k), Applicant has mailed a notice that the application has been filed with the Commission to all city and county governmental entities and regional transportation planning agencies within whose boundaries passengers will be loaded or unloaded.

29. There have been no protests to the application.

CONCLUSIONS OF LAW

1. Applicant's operations fall within the definition of passenger stage corporation as defined in Public Utilities Code section 226.

2. Applicant must comply with all of the Commission's requirements of a passenger stage corporation, including, but not limited to, the insurance requirements of General Orders Series 101, compliance with the California Highway Patrol safety rules, enrollment in the "Pull Notice Program" of the Department of Motor Vehicles, compliance with workers' compensation laws, and the passenger stage corporation rules and regulations contained in General Order 158.

3. Applicant's proposed operations are not schoolbus, school pupil activity bus or youth bus operations.

4. Authorizing a specialized transportation service for infants and children as a class is lawful and non-discriminatory because of the particularly vulnerable nature of being a minor person, the lack of transportation alternatives available to minors and the overriding interest for society in ensuring the protection and safety of minors.

5. In order to avoid discrimination of students attending secondary schools, it is reasonable for applicant to offer the proposed service to all students and children at or below the twelfth grade.

6. It is lawful for an adult parent or guardian to accompany a passenger at or below the twelfth grade being transported by this operator.

7. It is lawful for this operator to refuse transportation to adults who are not accompanying infant and child passengers.

8. It is lawful for applicant to charge a reasonable fee to the adult accompanying the infant or child being transported.

9. Applicant should be granted interim authority, subject to the conditions specified herein and subject to a later Commission decision on rules and regulations for this type of new service.

10. The People of the State of California have an interest in protecting and ensuring the safety of infants and children and it is reasonable to require applicant and applicant's employees to satisfy requirements similar to those imposed by the Vehicle and Education Codes for youth bus operators.

11. Because there is a need for the proposed service, this decision should be effective today.

I N T E R I M O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Taxi for Tots & Teens "A Shuttle Service for Young People", Inc., a California corporation (applicant), authorizing it to operate for up to two years from the date this decision is issued as a passenger stage corporation as defined in Public Utilities Code section 226, between the points and over the routes set forth in Appendix PSC-9471, to transport persons and their baggage. However, the authority granted today is limited to the transportation of unaccompanied children in the kindergarten through the twelfth-grade level of school and children of any age accompanied by their guardians.

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 its 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 Department of 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 Public Utilities Code section 403 when notified by mail to do so.
- g. Comply with Vehicle Code and Education Code sections applicable to the transportation of children.

3. Applicant shall not transport any adult not accompanying a passenger at or below the twelfth grade.

4. Applicant shall establish within 60 days, the following programs to ensure the safety of its children-passengers. Applicant shall maintain records of these programs in its office, subject to inspection by Commission staff pursuant to Part 6 of General Order (GO) 158. Applicant shall:

- a. Establish a driver training, safety, and education program before commencing operations. Each of applicant's drivers shall successfully complete a driver training course administered by or at the direction of applicant consisting of a minimum of 10 hours of classroom instruction covering applicable laws and

regulations, defensive driving practices, and stress commuter driving and a minimum of 10 hours of behind-the-wheel training in a vehicle similar to those to be used in applicant's operations. Each of applicant's drivers shall receive two hours of refresher training during each 12 months of employment. In addition, the applicant must ensure that each driver successfully completes a minimum of 10 hours training in first aid, CPR, healthcare, and education courses covering children of the age being transported within 30 days of employment.

- b. Prior to employment, perform a diligent search of each of its drivers' records, which shall include, a search of each driver and employee who will have contact with the children passenger through the Trust Line Unit of the California Department of Justice and the California Child Care Resource and Referral Network as set forth in the Education Code section 8171 et seq., as well as a search of each driver through the Department of Motor Vehicles's Automatic Name Index.
- c. Establish a preventative maintenance program which shall include, but not be limited to, steering, tires, brakes, emergency systems, and fuel lines.

5. Applicant shall correctly complete all of the blanks and send a copy of the letter attached hereto as Appendix A to all parents and guardians this carrier contracts with to provide the service authorized herein. Applicant shall also provide a copy of this letter on all schools and childcare facilities to which the applicant transports children.

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

7. Applicant shall comply with Public Utilities Code sections 460.7 and 1043, relating to the Workers' Compensation laws of this state.

8. The application is granted on an interim basis, and shall expire no later than two years as set forth above.

This order is effective today.

Dated August 11, 1995, at San Francisco, California.

DANIEL Wm. FESSLER
President
P. GREGORY CONLON
JESSIE J. KNIGHT, JR.
HENRY M. DUQUE
Commissioners

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

Wesley Franklin
Acting Executive Director

PUBLIC UTILITIES COMMISSION

1005 VANNESS AVENUE
SAN FRANCISCO, CA 94102-3298



(APPENDIX A)

Attention: California Public Utilities Commission opens proceeding regarding the transportation of unaccompanied school children and infants by passenger stage carriers.

_____ (Date)

To parents, guardians and child care/school administrators:

Please be advised that the California Public Utilities Commission has opened a proceeding entitled "Order Instituting Rulemaking regarding the specialized transportation of unaccompanied infants and children." The proceeding, number 95-08-~~001~~, is called an "OIR," or "rulemaking." The Commission has received applications from some companies, including _____ (name of applicant), for authority to operate a service, known as a passenger stage corporation (PSC), that transports infants and children from one location to another usually without the accompaniment of their parents, guardians, or other adult care provider from one location to another. The Commission regulates and licenses for-hire passenger transportation carriers operating within California.

A carrier of passengers that are almost exclusively infant and school age children is a specialized type of common carrier. The applications the Commission has received, like that of _____ (name of applicant), typically request authority to transport infants and children to and from schools, child care facilities, after school activities, medical appointments, friend's homes, etc., during daylight hours. Many of these carriers will utilize 7 passenger, or similar, vans to transport the children. Most of the applicants for authority to engage in this business will contract with the child's parent or guardian for the child's transportation. Unlike a schoolbus-type of operation, all arrangements for an infant's or child's transportation will be between the PSC carrier and a child's parent, guardian, or the parent-appointed adult supervisor of the child, rather than through a school or childcare facility.

The Commission has opened this proceeding to receive comments from the public on what rules and regulations will best ensure the health and safety of infant and children passengers. The Commission has ordered _____ (name of applicant), to provide you with information regarding this proceeding in order to encourage your participation in developing the rules the Commission will ultimately adopt.

If you would like to participate in shaping the rules and regulations effecting the transportation by passenger stage corporations of infants and children unaccompanied by parents or guardians, please write your comments to the Fred Patterson at the California Public Utilities Commission, 505 Van Ness Avenue, San Francisco, California 94102. Please reference the proceeding title, "Order Instituting Rulemaking regarding the specialized transportation of unaccompanied infants and children," and the proceeding's docket number, "R.95-08-002," at the top of your comments; also please entitle your comments "Comments on R.95-08-002." All comments should be type written and should be received by October 11, 1995. If you have any further questions please telephone Fred Patterson, in the Commission's Safety and Enforcement Division, at (415) 703-1208.

Thank you for your attention.

Very truly yours,

WILLIAM R. SCHULTE, Director
Safety and Enforcement Division
CALIFORNIA PUBLIC UTILITIES COMMISSION

Appendix PSC-9471 Taxi for Tots & Teens Original Title Page
"A Shuttle Service for Young People"
(a California corporation)

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

AS A PASSENGER STAGE CORPORATION

PSC-9471

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 95-08-055,
dated August 11, 1995 of the Public Utilities Commission
of the State of California in Application 94-11-008.

Appendix PSC-9471 Taxi for Tots & Teens Original Page 1
"A Shuttle Service for Young People"
(a California corporation)

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Issued by California Public Utilities Commission.

Decision 95-08-055, Application 94-11-008.

Appendix PSC-9471 Taxi for Tots & Teens Original Page 2
"A Shuttle Service for Young People"
(a California corporation)

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

Taxi for Tots & Teens "A Shuttle Service for Young People" (a California corporation), 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", door-to-door basis, within the area described in Section 2, over and along the routes described in Section 3, subject, however, to the authority of this Commission to change or modify the routes at any time and subject to the following provisions:

- (a) 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.
- (b) When route descriptions are given in one direction, they apply to operations in either direction unless otherwise indicated.
- (c) No passengers shall be transported except those having points of origin and destination named in Section 2.
- (d) The term "on-call" as used refers to service which is authorized to be rendered dependent on the demands of passengers' parents, guardian or adult supervisor arranging for the child passenger's transportation and for the transportation of an adult, if any, accompanying a child passenger. The tariffs shall show the conditions under which each authorized on-call service will be provided, and shall include the description of the boundary of each fare zone, except when a single fare is charged to all points within a single incorporated city.
- (e) Passengers transported shall be one of the following:
 - (i) A child of Kindergarten through 12th-grade level.
 - (ii) A parent, guardian or an adult accompanying a child described in (i), who is authorized in writing by the parent or guardian of the child.
 - (iii) A child below Kindergarten level only if he/she is accompanied by a parent, guardian or an adult who is authorized in writing by the parent or guardian of the child to accompany the infant or child.

Issued by California Public Utilities Commission.

Decision 95-08-055, Application 94-11-008.

Appendix PSC-9471 Taxi for Tots & Teens Original Page 3
"A Shuttle Service for Young People"
(a California corporation)

SECTION 2. SERVICE AREA DESCRIPTIONS.

On-Call, Door-to-Door Service

All points within the geographical limits of the cities of:

San Jose, Santa Clara, Mountain View, Los Gatos, Los Altos,
Sunnyvale, Saratoga, Milpitas, Morgan Hill, Campbell,
Cupertino, Los Altos Hills, and Fremont.

SECTION 3. ROUTE DESCRIPTIONS.

Commencing from any point or place described in Section 2,
then over the most convenient streets and highways to any other
point or place described in Section 2.

Issued by California Public Utilities Commission.

Decision 95-08-055, Application 94-11-008.