

Pg 165

CITY COUNCIL MEETING

APRIL 21, 1982

CC-50(a)

APPLICATION RECEIVED FEDERAL SHUTTLE SYSTEM

City Clerk Reimche presented the application before the PUC 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 with its principal place of business to be located at 1601 Mono Drive, Modesto.



T&C MANUFACTURING

1601 MONO DRIVE, MODESTO, CA 95354

RECEIVED  
524-9384

1982 APR 28 AM 8 38

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

April 27, 1982

City Clerk  
221 W Pine Street  
Lodi, CA 95240

re: Federal Shuttle System's application for a route in  
the San Joaquin County

Dear Sir:

Enclosed please find exhibits A B & C. Please add these  
sheets to the application and remove schedule C.

Thank you;

*Jean Riggs*  
Jean Riggs

EXHIBIT A

PROPOSED FARES AND RULES AND REGULATIONS

FARES

<u>Facility Served:</u>	<u>From:</u>	<u>Proposed Fares:</u>
San Francisco International Airport	Lodi	\$19.00 Adults 13.00 6yrs to 12 yrs
" " "	Stockton	\$19.00 Adults 12.00 6 yrs to 12 yrs

Children under two (2) years of age, no charge with parent or guardian; must be on parent's lap, no seat allotted.

EXTRA CHARGES

Each passenger will be entitled to two (2) suitcases - airline weights.  
Extra Luggage - \$1.00 per piece with prior arrangement.  
Skis and golf bags - \$3.00 each  
Large objects such as bicycles, etc. carried with prior arrangement.  
Unaccompanied minors pay full fare.  
Pets will be carried point to point with prior arrangement. All pets must be caged with the exclusion of seeing eye dogs. A charge of \$7.00 will be asked for all pet transportation except seeing eye dogs.

RULES AND REGULATIONS

1. Service will be rendered pursuant to the rules and regulations of the applicant's tariff to be filed with the Commission.
2. Service shall be limited to passengers who have as either a point of origin or destination of the San Francisco International Airport.

Exhibit B

Route # 1

Lodi from Royal Host Inn, 710 S. Cherokee Lane, South on Cherokee Lane to Hwy 99, south to Waterloo Road off ramp to Stockton Inn, 4219 E. Waterloo Road, south on Hwy 99 to 120 west, via I5 south, via 205 west, via 580 west, via 17 south, via 92 west (ssn Mateo Bridge), via 101 north to San Francisco International Airport. Return is via the same course.

LDD-Lodi            STK-Stockton            SFO-San Francisco International Airport

LDD - STK = 11 miles    STK - SFO = 100 miles

All times listed are departure times and have been tested successfully at the legal speed limits.

LDD 0500            STK 0530            SFO 0730  
SFO 0900            STK 1100            LDD 1130

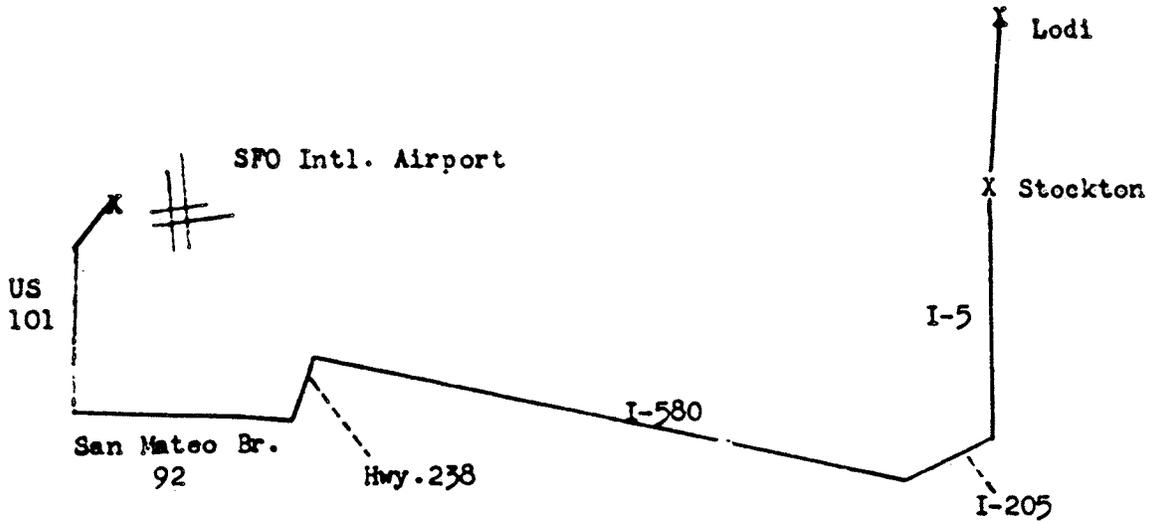
-----  
LDD 1200            STK 1230            SFO 1430 )  
SFO 1530            STK 1730            LDD 1800 )  
-----

) This route initially  
) On-Call.  
)

LDD 1830            STK 1900            SFO 2100  
SFO 2130            STK 2330            LDD 2400

The mid-day shuttle will be On-Call initially. It is our intantion to provide the same type scheduled service on this route as on our other routes. On-Call retrictions specify for a minimum passenger load one way requirement of 8 persons.

Schedule C



"X" denotes pick up points.

This map is not drawn to scale.

Schedule D

Description of vehicles to be used in the proposed  
service:

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.

Schedule E

Balance Sheet - November 31, 1981.

ASSETS

Cash	26194.00
Accounts Receivable	31715.00
Inventory	23867.00
Motor Vehicles and Shop Equipment	69173.00
Land and Buildings	220668.00
-----	
Total Assets	371617.00

LIABILITIES

Accounts Payable	55820.00
Notes Payable	225092.00
Capital, Matt Kehoe	90705.00
-----	
Total Liabilities	371617.00

Great Valley Bank  
P.O. Box 339  
Ceres, California 95307

Ken Link  
(209) 538-0411

Schedule F

PROOF OF SERVICE BY MAIL

I am a citizen of the United States, over the age of 18 years,  
and am a resident of Stanislaus County. My business address is  
1601 Mono Drive, Modesto, California 95354. On the 14th day  
of April, 1982, I served the within application on the  
following named person by depositing copies of the same, enclosed in  
sealed envelopes, with postage thereon fully prepaid in the United  
States Mail at Modesto, California, addressed as follows:

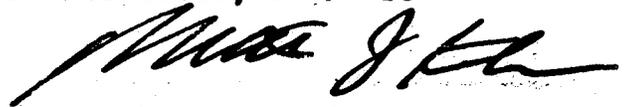
City Clerk  
425 N. El Dorado  
Stockton, CA 95202

City Clerk  
221 W. Pine Street  
Lodi, CA 95240

Greyhound Lines  
Greyhound Tower  
Phoenix, AZ 85077

County Clerk  
San Joaquin County  
222 E. Weber Ave  
Stockton, CA 95202

Mr. Edward Lanzille  
San Francisco International Airport  
Airborne Building  
San Francisco, CA 94128



Matthew J. Kehoe

April 14, 1982

Date

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

I, Matthew J. Kehoe, Applicant to the California  
State Public Utilities Commission for:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> New | <input checked="" type="checkbox"/> Passenger Stage Certificate                        |
| <input type="checkbox"/> Renewal        | <input type="checkbox"/> Charter-Party Carrier of<br>Passengers Certificate            |
|   | <input type="checkbox"/> Charter-Party Carrier of<br>Passengers Permit                 |
|   | <input type="checkbox"/> Authorization to drive vehicle<br>for a Charter-Party Carrier |

hereby authorize the Public Utilities Commission or its staff to procure information as to my fitness for said authority from any source it deems appropriate, including law enforcement agencies and the Department of Motor Vehicles. I understand said information may constitute sufficient cause for the denial of this application.

Matthew J. Kehoe  
Name of Applicant

1601 Mono Dr., Modesto, CA 95354  
Address

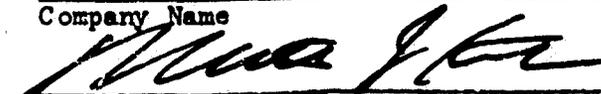
(209) 524-9384 524-0555  
Telephone Number

135-34-5977  
Social Security Number

50697020  
Drivers License Number

10/30/41  
Date of Birth

Federal Shuttle Systems  
Company Name

  
Applicant's Signature

BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF CALIFORNIA

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

APPLICATION NO. \_\_\_\_\_

APPLICATION

The application of United Shuttle Systems, Ltd., hereinafter  
called "Applicant", respectfully represents:

I

The exact name of the applicant is United Shuttle Systems, Ltd.,  
with its principal place of business located at 612 Walnut Woods Ct.,  
Modesto, California 95356.

II

All notices, correspondences, and communications concerning this  
application should be addressed to:

Don Rees - Manager  
United Shuttle Systems, Ltd.  
1801 North Berkeley Avenue  
Turlock, California 95380  
(209)  
634-0348

### III

By this application, the Applicant seeks authority under Section 1031 et seq., of the California Public Utilities Code to operate between certain points in the County of San Joaquin to be described infra, on the one hand, and the San Francisco International Airport on the other hand. Proposed fares, rules, and regulations covering said transportation will be made in accordance with those attached hereto, made a part hereof, and marked Exhibit A.

### IV

Descriptions of said routes are attached hereto, made a part hereof, and described as Exhibit B.

### V

Attached hereto, made a part hereof, and marked as Exhibit C is a map showing the routes and the areas proposed to be served by the Applicant.

### VI

Applicant proposes to perform a regularly scheduled, reserved seat service on a seven (7) day per week basis. Only passengers originating at or destined to San Francisco International Airport will be carried.

### VII

Applicant is familiar with air transport industry and feeder type service desired. Long range plans include a feeder network to the nation's major air hubs utilizing airline management strategy and operational policy for surface type vehicles. By incorporating ideas as interline ticketing agreements, gates at major air terminals, and interline freight contracts, 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, this attractive alternative is positively in the public interest. The purpose of this application is to be able to transport those persons wishing to go to the San Francisco International Airport from the described area and require a dependable and good quality transportation service alternate to and from aforesaid airport.

#### VIII

Descriptions of vehicles to be used in the proposed services:

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.

#### IX

Applicant will have said vehicles, or any other vehicle he uses, covered by liability insurance in amounts that exceed the minimums required under the Commission's General Order No. 101-C.

#### X

Applicant's vehicles will be garaged, serviced, and maintained at its present vehicle service facilities located in Stockton and Lodi, California. Servicing and maintenance will be performed by the Applicant's employees with the assistance of outside firms for major items as necessary.

#### XII

Attached hereto, made a part hereof, and marked as Exhibit E is a copy of Applicant's latest available balance sheet. Applicant has sufficient financial resources to institute and operate the proposed service.

### XIII

Parties interested in or who may be affected by this application and upon whom copies of this application are being served are set forth in proof of service by mail which is attached hereto, made a part hereof, and marked Exhibit F.

### XIV

The granting of the authority for the operation herein sought would have no significant adverse effect upon the environment. On the contrary, it is believed that the availability of this service would be a benefit to the environment and to the public by a resultant reduction of private vehicles on the roads.

### XV

Public convenience and necessity require the granting of this application for the following reasons:

1. The services offered by the applicant 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, there is no comparable alternate method of ground transportation from points listed herein to the San Francisco International Airport at the proposed fares and with the regularity and convenience proposed herein.
2. To the Applicant's knowledge, no certificate of Public Convenience and Necessity exists presently to provide these services to this territory.

For the foregoing reason, Applicant is of the opinion that the service herein proposed is non-controversial in nature and should not be in conflict with any existing public or Commission certificated service. Vans being used make transportation more personal and more comfortable. All pickup points will be convenient to passengers.

Wherefore, the Applicant prays that the Commission issue its order as follows:

1. An order granting a Certificate of Public Convenience and Necessity to the Applicant as requested herein;
2. Granting the Applicant such other relief as is just and proper.

DATED at Modesto, California, the 15<sup>th</sup> day of April, 1982

  
\_\_\_\_\_  
Don Rees  
United Shuttle Systems, Ltd.

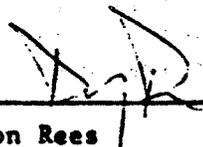
V E R I F I C A T I O N

I am the Applicant in the above entitled matter; the statements in the foregoing document are true of my own knowledge, except as to matters which are therein stated on information or belief, and as to those matters, I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on April 14, 1962

At 612 Walnut Woods Ct., Modesto, California.

  
\_\_\_\_\_  
Don Rees  
United Shuttle Systems, Ltd.  
612 Walnut Woods Ct.  
Modesto, California 95356  
(209) 529-9595/634-0348

## Schedule A

### PROPOSED FARES AND RULES AND REGULATIONS

#### FARES

<u>Facility Served:</u>	<u>From:</u>	<u>Proposed Fare:</u>
San Francisco International Airport	Lodi	\$17.00-Adults \$10.00-2 yrs. to 12 yrs.
" " "	Stockton	\$17.00-Adults \$10.00-2 yrs. to 12 yrs.

Children under two (2) years of age, no charge with parent or guardian; must be on parents lap, no seat allotted.

#### EXTRA CHARGES

Each passenger will be entitled to two (2) suitcases - airline weights.  
Extra luggage - \$1.00 per piece with prior arrangement.  
Skis and Golf Bags - \$3.00 each  
Large objects such as bicycles, etc., carried with prior arrangement.  
Unaccompanied minors pay full fare.  
Pets will be carried point to point with prior arrangement. All pets must be caged with the exclusion of seeing eye dogs. A charge of \$7.00 will be asked for all pet transportation except seeing eye dogs. Pets must be accompanied with owner or guardian.

#### RULES AND REGULATIONS

1. Service will be rendered pursuant to the rules and regulations of the Applicant's tariff to be filed with the Commission.
2. Service shall be limited to passengers who have as either a point of origin or destination, that of the San Francisco International Airport.

Schedule B

Route Structure

Lodi direct South Hutchins St. becoming West Lane (south) via March Lane (west) to Stockton. Thence, via March Lane (west), via I-5 (south) via I-205 (west), via I-580 (west), via State Hwy. 238 (south), via State Highway 92 (west), via U.S. Highway 101 (north) to the San Francisco International Airport. Pick up points are tentatively negotiated; in Lodi it is The Royal Host Inn (a Best Western Motel), 710 So. Cherokee Lane, Lodi, California 95240, (209) 369-5802/Mike Smith-Manager. In Stockton, it is The Stockton Hilton, 2323 Grand Canal Blvd., Stockton, California 95207, (209) 957-9090/John VanOrdstrand-General Manager. Both points have all the necessary facilities, are close to the route of travel, and are well known to the public.

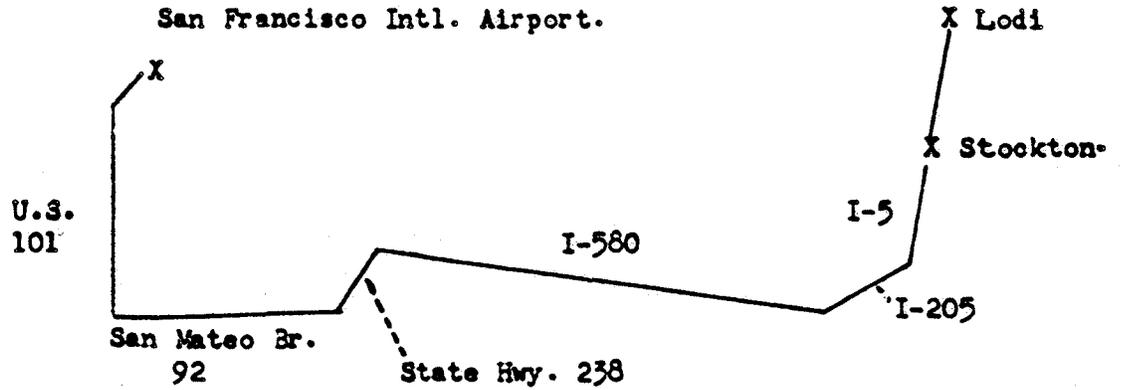
LDI-Lodi                      SCK-Stockton                      SFO-San Francisco Intl. Airport

All times listed herein are departure times and have been tested at the legal speed limits.

LDI 0500	SCK 0530	SFO 0715	
SFO 0815	SCK 0945	LDI 1015	
<hr/>			
LDI 1045	SCK 1115	SFO 1300	) — This route initially On-Call.
SFO 1400	SCK 1545	LDI 1615	
<hr/>			
LDI 1830	SCK 1900	SFO 2045	
SFO 2130	SCK 2315	LDI 2345	

The mid-day shuttle will be On-Call initially. At the earliest opportunity, our intention is to provide the same type scheduled and convenient service on this route as our other routes. At that time, a full and complete schedule will be published to include the mid-day route. On-Call specifications call for a minimum passenger load of nine (9) passengers per the mid-day round trip.

Schedule C



"X" denotes pickup points.

This map is not drawn to scale and is a graphic representation of the proposed route of travel.

## Schedule D

Description of vehicles to be used in the proposed service.

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 vehicles. The vehicle in mind is a 21 passenger model based on a Ford vehicle chassis. This vehicle is made by El Dorado, Inc., Box 266, Minneapolis, Kansas 67467. It has more than adequate luggage space, and the interior is highly suited for airport feeder transportation. Items such as semi-reclining seats(individual), individual air vents and reading lights, an overhead luggage rack and a center aisle, give the passenger the same comforts he has come to expect on major air carriers. The vehicle is currently in production and passes all P.U.C. and C.H.P. roadworthiness tests.

Schedule E

Balance Sheet

United Shuttle Systems, Ltd., a General/Limited partnership formed under the discretion of California Law. As of April 15, 1982, assets consist of:

Cash in Bank..... \$25,000.00

Partners assets available upon request  
in excess of \$500,000.00

American National Bank  
2525 McHenry Avenue  
Modesto, California 95356

Diana Lopez  
(209) 526-1010

Schedule F

PROOF OF SERVICE BY MAIL

I am a citizen of the United States, over the age of eighteen years, and am a resident of Stanislaus County. My business address is 612 Walnut Woods Ct., Modesto, California 95356. On the 15<sup>th</sup> day of April, 1982, I served the within application on the following named persons by depositing copies of the same, enclosed in sealed envelopes, with postage thereon fully prepaid in the United States Mail at Modesto, California, addressed as follows:

City Clerk  
425 N. El Dorado  
Stockton, California 95202

County Clerk  
Ralph W. Epperson  
P.O. Box 810  
Stockton, California 95201

City Clerk  
221 West Pine  
Lodi, California 95240

San Joaquin County Council of Govts.  
1850 E. Hazelton Ave.  
Stockton, California 95205

Mr. Edward Lanzilla  
Airports Commission-Airborne Bldg.  
San Francisco International Airport  
San Francisco, California 94128

Mr. Paul C. Watt, Exec. Dir.  
Metropolitan Transportation Commission  
Hotel Claremont  
Berkeley, California 94705

Doyle C. Dodd, Dir.  
Association of Bay Area Governments  
Claremont Hotel  
Berkeley, California 94705

Revon Tranter, Dir.  
Greyhound Lines, Inc.  
371 Market Street  
San Francisco, California 94105

Harry L. Parish - Chief  
Division of Mass Transportation  
State of Calif.-Dept of Trans.  
P.O. Box 1499  
Sacramento, California 95807

  
\_\_\_\_\_  
Signature-Applicant

April 15 1982  
\_\_\_\_\_  
Date

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

I, Don Rees, Applicant to the California State Public Utilities Commission for:

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> New | <input checked="" type="checkbox"/> Passenger Stage Certificate.                     |
| <input type="checkbox"/> Renewal        | <input type="checkbox"/> Charter Party Carrier of Passengers Certificate.            |
|   | <input type="checkbox"/> Charter Party Carrier of Passengers Permit.                 |
|   | <input type="checkbox"/> Authorization to drive vehicle for a Charter Party Carrier. |

hereby authorize the Public Utilities Commission or its staff to procure information as to my fitness for said authority from any source it deems appropriate, including law enforcement agencies and the Department of Motor Vehicles. I understand said information may constitute sufficient cause for the denial of this application.

Don Rees  
Name of Applicant

1901 N. BERKELEY AVE.  
Address

209 - 529 - 9595 / 634 - 0348  
Telephone Number

134 - 44 - 2561  
Social Security Number

N 370 701 087  
Drivers License Number

5/20/55  
Date of Birth

United Shuttle Systems, Ltd.  
Company Name

[Signature]  
Applicant's Signature

RECEIVED

BEFORE THE PUBLIC UTILITIES COMMISSION 1982 APR 15 AM 9:15

OF THE STATE OF CALIFORNIA

ALICE M. REIMCHE  
CITY CLERK  
CITY OF LODI

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 NO. \_\_\_\_\_

APPLICATION

The application of Matthew J Kehoe DBA Federal Shuttle Systems, herein after called "Applicant", respectfully represents:

I

The exact name of the Applicant is Matthew J. Kehoe DBA Federal Shuttle Systems with its principal place of business located at 1601 Mono Drive, Modesto, California 95354.

II

All notices, correspondence, and communications concerning this application should be addressed to:

Matthew J. Kehoe - President  
1601 Mono Drive  
Modesto, CA 95354  
(209) 524-9384

### III

By this application, the applicant seeks authority under Section 1031 et seq., of the California Public Utilities Code to operate between certain points in the County of San Joaquin to be described infra, on the one hand, and the San Francisco International Airport on the other hand. Proposed fares, rules, and regulations covering said transportation will be in accordance with those attached hereto, made a part hereof, and marked Exhibit A.

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Descriptions of said routes are attached hereto, made a part hereof, and described as Exhibit B.

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Attached hereto, made a part hereof, and marked as Exhibit C is a map showing the routes and the areas proposed to be served by the Applicant.

### VI

Applicant proposes to perform a regularly scheduled reserved seat service on a seven (7) day per week basis. Only passengers originating at or destined to San Francisco International Airport will be carried.

### VII

Applicant is familiar with air transport industry and feeder type service desired. The tenuous nature and high cost of local air commuter service makes ground transportation an attractive alternative in the public interest. The purpose of this application is to be able to transport

those persons wishing to go to the San Francisco International Airport from this area and require a dependable and good quality transportation service alternate to and from aforesaid airport.

#### VIII

Description of vehicles to be used in the proposed services:

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.

#### IX

Applicant will have said vehicles, or any other vehicle he uses, covered by liability insurance in amounts that exceed the minimums required under the Commission's General Order No. 101-C.

#### X

Applicant's vehicles will be garaged, serviced, and maintained at its present vehicle service facilities located in Merced, California. Servicing and maintenance will be performed by the applicant's employees with the assistance of outside firms for major items as necessary.

#### XI

Attached hereto, made a part hereof, and marked as Exhibit D is a description of the equipment to be operated in the proposed service.

#### XII

Attached hereto, made a part hereof, and marked as Exhibit E is a copy of applicants latest available balance sheet. Applicant has sufficient financial resources to institute and operate the proposed service.

### XIII

Parties interested in or who may be affected by this application and upon whom copies of this application are being served are set forth in Proof of Service by mail which is attached hereto, made a part hereof, and marked Exhibit F.

### XIV

The granting of the authority for the operation herein sought would have no significant adverse effect upon the environment. On the contrary, it is believed that the availability of this service would be a benefit to the environment and to the public by a resultant reduction of private vehicles on the roads.

### XV

Public convenience and necessity require the granting of this application for the following reasons:

1. The services offered by the applicant 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, there is no comparable alternate method of ground transportation from points listed herein to the San Francisco International Airport at the proposed fares and with the regularity and convenience proposed herein.
2. To the applicant's knowledge, no Certificate of Public Convenience and Necessity exists presently to provide these services to this territory.

For the foregoing reasons, Applicant is of the opinion that the service herein proposed is non-controversial in nature and should not be in conflict with any existing public or commission certificated service. Vans being used makes transportation more personal and more comfortable. All pick up points will be convenient to passengers.

Wherefore, Applicant prays that the Commission issue its order as follows:

1. An order granting a Certificate of Public Convenience and Necessity to the Applicant as requested herein;
2. Granting the Applicant such other relief as is just and proper.

DATED at Modesto, California, the 14th day of April 1982.



Matthew J. Kehoe  
Federal Shuttle Systems

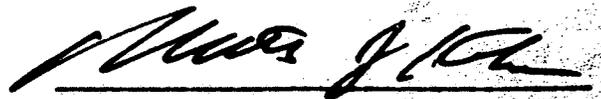
V E R I F I C A T I O N

I am the Applicant in the above entitled matter; the statements in the foregoing document are true of my own knowledge, except as to matters which are stated therein on information or belief, and as to those matters I believe them to be true.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on April 14, 1982

At 1601 Mono Drive Modesto, California.



Matthew J. Kehoe

Federal Shuttle Systems

1601 Mono Drive

Modesto, California 95354

(209) 524-9384