

Decision 26-03-005

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Macca Rentals LLC for authority to operate as a scheduled Passenger Stage Corporation between San Ysidro and Sacramento, California and named intermediate points, and to establish a Zone of Rate Freedom

Application 25-10-013
(Filed October 15, 2025)

EXECUTIVE DIRECTOR'S ORDER

Summary

This decision grants the application of MACCA RENTALS LLC, a California limited liability company, pursuant to California Public Utilities Code § 1031 et seq., for a Certificate of Public Convenience and Necessity to operate as a Passenger Stage Corporation as defined in California Public Utilities Code § 226. This application was filed pursuant to the procedures adopted in Decision 15-05-029.

The proceeding is closed.

1.1. Factual Background

MACCA RENTALS LLC (Applicant), a California limited liability company, requests that the California Public Utilities Commission (Commission) grant it a Certificate of Public Convenience and Necessity (CPCN) to operate as a Passenger Stage Corporation (PSC). Applicant proposes to operate scheduled passenger

transportation between the community of San Ysidro (in the City of San Diego) and Sacramento. Applicant requests to establish a Zone of Rate Freedom (ZORF). On October 15, 2025, Applicant filed Application (A.) 25-10-013. Applicant has previously possessed a valid transportation charter-party (TCP) carrier “A” Certificate (TCP 38952A).

1.2. Procedural Background

This application is granted pursuant to the procedures adopted in Decision (D.) 15-05-029.

1.3. Submission Date

This matter was submitted on October 15, 2025.

2. Jurisdiction

The Commission regulates Passenger Stage Corporations pursuant to California Public Utilities (Pub. Util.) Code § 1031 et seq., and applications for a certificate to operate are governed by Rule 3.3 (“Certificate to Operate”) of the Commission’s Rules of Practice and Procedure (Rules).

3. Issues Before the Commission

The issues to be determined or otherwise considered are:

1. Whether Applicant’s request for a CPCN meets all Commission requirements of Pub. Util. Code §§ 1031 et seq. and Rule 3.3;
2. Whether Applicant’s proposed transportation services comply with the California Environmental Quality Act (CEQA); and
3. Whether Applicant’s proposed transportation services impact environmental and social justice communities, including the extent to which Applicant’s operation in California impacts achievement of

any of the nine goals of the Commission's Environmental and Social Justice (ESJ) Action Plan.

4. Discussion

Applicant proposes to operate as a scheduled PSC providing daily trips originating or terminating in San Ysidro or Sacramento along fixed routes to intermediate points in Los Angeles County (cities of Huntington Park and Los Angeles), Kern County (cities of Bakersfield and Delano), Tulare County (Tipton, Goshen, and the city of Tulare), Fresno County (cities of Selma and Fresno), Madera County (cities of Madera and Chowchilla), Merced County (cities of Merced, Atwater, and Livingston), Stanislaus County (cities of Turlock and Modesto), and San Joaquin County (cities of Manteca, Stockton, and Lodi) as described in Exhibit B. The proposed regular route would commence from the San Ysidro Port of Entry in San Diego and follow Interstate 5 to Huntington Park, Bakersfield, and finally to Sacramento along the CA-99 corridor as described in Exhibit B and as depicted in Exhibit E. Two daily trips in each direction (northbound and southbound) would be offered following the schedule identified in Exhibit D.

Applicant requests to charge one-way base fares of \$120 between San Ysidro and Sacramento; \$55 between San Ysidro and Bakersfield; and \$35 between San Ysidro and Los Angeles as described in Exhibit C. Applicant further requests a Zone of Rate Freedom (ZORF).

- A base fare of \$120 with a 15% ZORF results in a range of fares from \$138 to \$102.

- A base fare of \$55 with a 15% ZORF results in a range of fares from \$63.25 to \$46.75.
- A base fare of \$35 with a 15% ZORF results in a range of fares from \$40.25 to \$29.75.

D.15-05-029 authorizes the Executive Director to grant up to a 15% ZORF above and below the approved fares; therefore, a 15% ZORF should be considered.

Applicant proposes in Exhibit F to operate three vehicles which meet the definition of a “bus” pursuant to California Vehicle Code § 233(b).¹

Applicant submitted a financial statement as Exhibit H showing that it has \$15,979 in its bank account and had a net income of \$85,730.45 in 2024 (Exhibit G), indicating that it has the financial capability to conduct operations as a PSC pursuant to Pub. Util. Code § 1032(b)(1).²

Furthermore, although it expired on December 10, 2025, Applicant has recently possessed a TCP “A” Certificate and previously shown that it is capable of complying with the licensing and insurance requirements in Pub. Util. Code §§ 1031 et seq. and Commission General Orders (GO) 101-E and 158-A which include having the Applicant’s insurance company file evidence of Public Liability and Property Damage (PL&PD) insurance for any vehicles that Applicant operates; enrolling in a controlled substance and alcohol testing program; and enrolling all drivers in the Department of Motor Vehicles Employer Pull Notice Program which

¹ California Vehicle Code § 233(b) defines a bus as “a vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit...”

² Pub. Util. Code § 1032(b)(1) states in relevant part: “Before a certificate is issued or transferred, the commission shall require the applicant to establish reasonable fitness and financial responsibility to initiate and conduct, or continue to conduct, the proposed or existing transportation services.”

are equivalent requirements for a PSC with the exception of filing a tariff and timetable.

Applicant asserts that the proposed service will provide direct trips using luxury motorcoaches through underserved communities on its routes between San Ysidro and Sacramento operated by bilingual drivers.³ Applicant will also compete with other PSCs, taxicabs, transportation network companies (TNCs), charter-party carriers, public transit, and private automobiles in its operations. This highly competitive environment should result in Applicant pricing its services at a reasonable level.

Since the proposed service will reduce the number of vehicles on the public highways between points in California, a California Environmental Quality Act review is not required because it can be seen with certainty that there is no possibility that the activity may have a significant adverse effect on the environment.

On April 7, 2022, the Commission adopted version 2.0 of its ESJ Action Plan as a comprehensive strategy and framework to address ESJ issues in each proceeding. Environmental justice means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, and enforcement of environmental laws, regulations, and policies. The ESJ Action Plan identifies existing inequities and proposes actions for how the Commission can use its regulatory authority to address health and safety, consumer protection,

³ Application at 21.

program benefits, and enforcement to encompass industries it regulates, including energy, water, communications, and passenger transportation.

The ESJ Action Plan promotes environmental and social justice in California communities that are “predominately communities of color or low income communities that are underrepresented in the policy setting or decision making process, subject to a disproportionate impact from one or more environmental hazards, and are likely to experience disparate implementation of environmental regulations and socio-economic investments in their communities.”⁴ Goal 3 of the ESJ Action Plan is to “*Strive to improve access to high-quality . . . transportation services for ESJ communities.*” (emphasis added).

The Commission’s ESJ Action Plan recognizes the disproportionate impacts of environmental hazards in locales with ESJ community characteristics and identifies ways the Commission can use its regulatory authority to address funding and resources for these communities to mitigate the outcomes of past inequities and barriers. Here, the proposed service will increase transportation options and encourage competition in this market which could lead to lower costs for consumers. As a result, we find that the Applicant’s request for authority to operate and for a ZORF align with the goals of the Commission’s ESJ Action Plan.⁵

⁴ California Public Utilities Commission Environmental & Social Justice Action Plan, Version 2.0, April 7, 2022 at 2.

⁵ The Action Plan focuses on the following ESJ communities: (a) Disadvantaged Communities, defined as census tracts that score in the top 25% of CalEnviroScreen, along with those that score within the highest 5% of CalEnviroScreen’s Pollution Burden but do not receive an overall CalEnviroScreen score; (b) Tribal Lands; (c) Low-income households (*i.e.*, households with incomes below 80% of the area median income); and (d) Low-income census tracts (*i.e.*, census tracts where aggregated household incomes are less than 80% of area or state median income).

In Resolution ALJ 176-3572, dated November 20, 2025, the Commission preliminarily categorized this application as ratesetting. No protest has been received. Given this status, a public hearing is not necessary, and it is not necessary to alter the preliminary determinations made in Resolution ALJ 176-3572.

Notice of filing of the application appeared in the Commission's Daily Calendar on November 3, 2025.

5. Waiver of Comment Period

This is an uncontested matter in which the decision grants the relief requested. Accordingly, as provided in Rule 14.6(c)(2), the otherwise applicable 30-day public review and comment period for this decision is waived.

6. Assignment of Proceeding

Terra Curtis is the assigned Examiner in this proceeding.

Finding of Fact

1. The application requests authority to operate as a scheduled Passenger Stage Corporation to transport passengers and their baggage between points in San Diego (commencing at the San Ysidro Port of Entry) on one hand and Sacramento on the other hand.

2. Applicant has held an active TCP "A" Certificate (TCP 38952A) and previously satisfied the licensing and insurance requirements in Pub. Util. Code §§ 1031 et seq. and Commission General Orders (GO) 101-E and 158-A with the exception of filing its tariff and timetable.

3. Applicant requests to charge a one-way base fare of \$120 between San Ysidro and Sacramento, \$55 between San Ysidro and Bakersfield, and \$35 between San Ysidro and Los Angeles.

4. Applicant requests authority to establish a ZORF.

5. D.15-05-029 authorizes the Executive Director to grant a ZORF of 15%.
6. Applicant will be operating in a highly competitive market.
7. Public convenience and necessity requires the proposed service.
8. No protest of the application has been filed.
9. A public hearing is not necessary.

10.A California Environmental Quality Act review is not required for this decision because it can be seen with certainty that there is no possibility that the proposed operations may have a significant adverse effect on the environment.

11.The proposed operations align with goals of the Commission's ESJ Action Plan.

Conclusions of Law

1. Public convenience and necessity have been demonstrated, and the application should be granted.
2. The Executive Director is authorized to issue, deny, or transfer PSC certifications via the process adopted in D.15-05-029.
3. The matter is uncontested, and the decision should be effective on the date it is signed.
4. A public hearing is not necessary.
5. A California Environmental Quality Act review is not required for this decision because it can be seen with certainty that there is no possibility that the activity in question may have a significant adverse effect on the environment.
6. Application 25-10-013 should be closed.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to MACCA RENTALS LLC, a California limited liability company, authorizing it to operate as a scheduled Passenger Stage Corporation (PSC), as defined in Public Utilities Code § 226, to transport passengers and their baggage between the points and over the routes set forth in Appendix A subject to the conditions contained in the following paragraphs.
2. MACCA RENTALS LLC shall:
 - a. File a written acceptance of this certificate within 30 days after this decision is effective.
 - b. Establish the authorized service and file tariffs within 120 days after this decision is effective.
 - c. File tariffs on or after the effective date of this decision. The tariff shall become effective ten days or more after the effective date of this decision, provided that the Commission and the public are given not less than ten days' notice.
 - d. Comply with General Orders Series 101 and 158 and the California Highway Patrol safety rules.
 - e. Comply with the California Public Utilities Commission's controlled substance and alcohol testing certification program pursuant to Public Utilities Code § 1032.1 and General Order Series 158.
 - f. Remit to the California Public Utilities Commission the Transportation Reimbursement Fee required by Public Utilities Code § 423 when notified

by email to do so. Failure to comply with this filing will result in suspension and/or revocation of authority.

- g. Comply with Public Utilities Code §§ 460.7 and 1043 relating to the Workers' Compensation laws of this state.
 - h. Enroll all drivers in the Pull Notice System as required by Vehicle Code § 1808.1.
3. MACCA RENTALS LLC is authorized under Public Utilities Code § 454.2 to establish a Zone of Rate Freedom (ZORF) of 15% above and below proposed fares.
 4. MACCA RENTALS LLC shall file a ZORF tariff with the California Public Utilities Commission and the public in accordance with the application at least 10 days before the effective date of the tariff. The ZORF shall expire unless exercised within 120 days after the effective date of this decision.
 5. MACCA RENTALS LLC may make changes within the ZORF by filing amended tariffs with at least 10 days' advance notice to the California Public Utilities Commission and to the public before the effective date of the tariff. The tariff shall include the authorized maximum and minimum fares and the fare to be charged between each pair of service points.
 6. In addition to posting and filing tariffs, MACCA RENTALS LLC shall post notices explaining fare changes in its terminals and passenger-carrying vehicles. Such notices shall be posted at 10 ten days before the effective date of the fare changes and shall remain posted for at least 30 days.
 7. MACCA RENTALS LLC is authorized to begin operations on the date that the Consumer Protection and Enforcement Division mails a notice to

Applicant that its evidence of insurance and other documents required by Ordering Paragraph 2 have been filed with the California Public Utilities Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

8. Before beginning service to any airport, MACCA RENTALS LLC shall notify each airport's governing body. MACCA RENTALS LLC shall not operate into or on airport property unless such operations are authorized by the airport's governing body.
9. Stop points established by MACCA RENTALS LLC to load and discharge passengers shall conform to all applicable parking or passenger loading zone regulation adopted by local authorities.
10. The Certificate of Public Convenience and Necessity to operate as Passenger Stage Corporation 38952 granted herein expires unless exercised within 120 days after the effective date of this decision.
11. The Application is granted as set forth above.
12. Application 25-10-013 is closed.

This order is effective today.

Dated March 9, 2026, at San Francisco, California.

/s/ Leuwam Tesfai
Leuwam Tesfai
Executive Director

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-38952

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.

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

MACCA RENTALS LLC, a California Limited Liability Company, by the certificate of public convenience and necessity granted by the decision noted in the foot of the margin, is authorized to transport passengers and their baggage on a scheduled basis between the points on the routes described in Section II, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

- a. When a route description is given in one direction, it applies to operation in either direction unless otherwise indicated.
- b. Service shall be operated only at the points described in Section II. A description of all the stop points and the arrival and departure times from such points shall be indicated in the timetable filed with the Commission.
- c. No passengers shall be transported except those having a point of origin or destination as described in Section II.
- d. This certificate does not authorize the holder to conduct any operation on the property of any airport unless such operation is authorized by the airport authority involved.
- e. Stop points established by MACCA RENTALS LLC to load and discharge passengers shall conform to all applicable parking or passenger loading zone regulations adopted by local authorities.

SECTION II. SERVICE AREA.

- A) San Ysidro Port of Entry (San Diego, California)
- B) The cities of Huntington Park, Los Angeles, Bakersfield, Delano, Tulare, Selma, Fresno, Madera, Chowchilla, Merced, Atwater, Livingston, Turlock, Modesto, Manteca, Stockton, and Lodi
- C) The communities of Tipton and Goshen in Tulare County
- D) Sacramento, California

SECTION III. ROUTE DESCRIPTIONS

Commencing from the points described in Sections IIA, IIB, or IIC then over the most convenient streets and highways to Section IID.

