

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

CHARLES AND STEPHANIE CARDOZA,
 individuals, and TRI-WORLD
 INVESTMENTS, INC., a California
 corporation wholly owned by CHARLES
 and STEPHANIE CARDOZA, for authority
 to transfer CARDOSAS' certificates
 of public convenience and necessity
 to operate as a passenger and stage
 corporation to TRI-WORLD
 INVESTMENTS, INC.

Application 83-11-57
 (Filed November 28, 1983;
 amended January 12, 1984)

O P I N I O N

Charles and Stephanie Cardoza (Cardozas), a partnership, seek authority to transfer a passenger stage corporation certificate to Tri-World Investments, Inc. (Tri-World). Tri-World is a Nevada corporation, authorized to do business in California on April 25, 1983. The corporation has issued 1,000 shares of stock, which are wholly owned by the Cardozas as joint tenants. Charles is the president of the corporation and Stephanie is the vice-president.

The Cardozas are California residents who are doing business as Coast-Fleetwood Limousine Service and Fleetwood Airporter Service. They are operating a passenger stage service under the authority of Decision (D) 83-07-044, dated July 20, 1983, in Application 83-02-11, (PSC-1004), which authorizes service between the San Diego International Airport (SAN) and 18 communities in Northern San Diego County (Route 1); also between SAN on the one hand, and the Cities of San Diego, La Jolla, San Clemente, San Juan Capistrano, Laguna Hills, John Wayne Airport in Santa Ana (SNA), San Pedro, Long Beach Harbors, and Los Angeles International Airport (LAX), on the other hand (Route 2); and finally between the 18 North San Diego County communities listed in Route 1, on the one hand, and San Diego Amtrak Station, Montgomery Field, SNA, San Pedro, Long Beach Harbors, and LAX, on the other hand (Route 3).

It is alleged that the transfer will involve a mere change of name. All of Tri-World's stock is held by the Cardozas and there will be no change in the service provided, or in operating equipment or employees. The operating authority is merely being transferred, not sold. The Cardozas prefer to operate as a corporation rather than a partnership. The financial statements of the Cardozas and Tri-World are attached to the application. Applicants have the necessary financial stability to transfer the business and continue the service.

Notice of the filing of this application and the amendment to it were listed in the Commission's Daily Transportation Calendar on December 1, 1983 and January 20, 1984. There have been no protests or requests for hearing.

Findings of Fact

1. Tri-World has the ability, experience, equipment, and financial resources to perform the proposed service.
2. The transfer will not be adverse to the public interest.
3. A public hearing is not necessary.
4. The authority issued by D.83-07-044 will be revoked on the date the new tariffs become effective and a new certificate is issued to Tri-World.

Conclusion of Law

The proposed transfer is in the public interest and should be authorized. A public hearing is not necessary.

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. By April 1, 1984, Charles and Stephanie Cardoza may sell and transfer the operative rights specified in the application to Tri-World Investments, Inc.

2. Purchaser shall:

- a. File with the Transportation Division written acceptance of the certificate and a copy of the bill of sale or other transfer document within 30 days after transfer.
- b. Amend or reissue seller's tariffs and timetables, state in them when the service will start, make them effective 10 or more days after this order is effective, and allow at least 10 days' notice to the Commission.
- c. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- d. File an annual report of seller's operations for the period from the first day of the current year to the date of transfer.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

3. If the transfer is completed, on the effective date of the tariffs a certificate of public convenience and necessity is granted to Tri-World Investments, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in Appendix A, to transport passengers and baggage.

4. The certificate of public convenience and necessity granted by Decision 83-07-044 is revoked on the effective date of the tariffs.

This order becomes effective 30 days from today.

Dated MAR 21 1984, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO

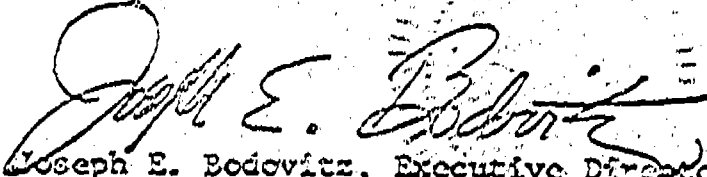
PRISCILLA C. GREW

DONALD VIAL

WILLIAM T. BAGLEY

Commissioners

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


Joseph E. Bodovitz, Executive Director

T/ri

Appendix PSC-1004
(D.83-07-044)

TRI-WORLD INVESTMENTS, INC.

Original Title Page

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

AS A PASSENGER STAGE CORPORATION

PSC - 1004

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 84 03 096, dated MAR 21 1984,
of the Public Utilities Commission of the State of California in
Application 83-11-57.

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Issued by California Public Utilities Commission.

Decision 84 03 096, Application 83-11-57.

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

The certificate noted supersedes all operative authority previously granted to Charles and Stephanie Cardoza or NRS, Inc. or any predecessors.

Tri-World Investments, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, are authorized to transport passengers and their baggage between points in San Diego, Orange and Los Angeles Counties and certain intermediate and adjacent territories over and along the routes described, subject however, to the authority of this Commission to change or modify the routes at any time and subject to the following provisions:

- a. 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.
- b. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- c. Service shall be operated on an "on-call" basis. The term on-call as used refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
- d. Service is restricted to the transportation of passengers and their baggage in equipment not exceeding 15 passengers capacity, including driver.

Issued by California Public Utilities Commission.

Decision 84 03 096, Application 83-11-57.

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

- e. No origin and destination passengers shall be transported, in either direction, between Los Angeles International Airport (LAX) and John Wayne/Orange County Airport (SNA) or between LAX and the San Pedro/Long Beach Harbors.
- f. 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 involved.

Issued by California Public Utilities Commission.

Decision 84 03 096, Application 83-11-57.

SECTION 2. ROUTE DESCRIPTIONS.

Route 1. San Diego International Airport (SAN) -
North San Diego County

Service between SAN, on the one hand, and the eighteen communities of Escondido, Vista, Fallbrook, San Marcos, Lake San Marcos, Penasquitos, Poway, Rancho Santa Fe, Miramar, Rancho Bernardo Service Territory, Oceanside, Carlsbad, Leucadia, Encinitas, Cardiff-By-The-Sea, Solana Beach, Del Mar, and that certain area commonly referred to as Scripps Miramar Ranch located in the County of San Diego, on the other hand.

Route 2. SAN - LAX

Service between SAN, on the one hand, and City of San Diego, La Jolla, San Clemente, San Juan Capistrano, Laguna Hills, SNA, San Pedro/Long Beach Harbors and LAX, on the other hand.

Route 3. Northern San Diego County - LAX

Service between the eighteen North San Diego County communities listed in Route 1, on the one hand, and San Diego Amtrak Station, Montgomery Field, SNA, San Pedro/Long Beach Harbors and LAX, on the other hand.

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TRI-WORLD INVESTMENTS, INC.

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SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 4. City of San Diego - LAX

Service between City of San Diego (Amtrak Railroad Station and visitor information center), on the one hand, and San Clemente, San Juan Capistrano, Laguna Hills, SNA, San Pedro/Long Beach Harbors and LAX, on the other hand.

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SECTION 3. RANCHO BERNARDO SERVICE TERRITORY

Beginning at the intersection of Black Mountain Road and the city limits of San Diego, southwesterly along the city limits to a point due west of the intersection of Stone Canyon Road and Pomerado Road, southerly along Pomerado Road to Russ Lane, easterly along direct line to the intersection of Espola Road and Stone Canyon Road, northerly and westerly along Espola Road to Old Coach Road, northeasterly along Old Coach Road to a point of the intersection of Andrews Drive and Del Paso Drive, then northwesterly along a direct line to the intersection of Highland Valley Road and the San Diego Aqueduct, then due west to the city limits of San Diego, southerly along the city limits to point of beginning.

Issued by California Public Utilities Commission.

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