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Applicant also holds Charter Party Permit 1121-P.

Due to the recent incorporation of the City of La Quinta, it will be necessary to change the description of Route 1 and the related territorial description in applicant's certificate. These changes, incorporated in revised pages of PSC-1121 attached to this decision, do not change the scope of applicant's existing certificate.

A member of the Commission's Transportation Division staff (staff) requested applicant to clarify the scope of his existing authority and operations since applicant did not have certain fares on file, and to clarify what he was requesting in the subject application (see Exhibit 1). Applicant's response (Exhibit 2) includes a new general description of the proposed service, two fare proposals, and a new timetable. A staff memorandum, Attachment A to this decision, clarifies the scope of applicant's proposal, which adds stops in Indio and Desert Hot Springs, not mentioned in the application, to applicant's proposal to provide all points on-call service from several named desert cities and an unincorporated area to PSP, ONT, the Marriott Hotel in Anaheim, John Wayne Airport (SNA), Long Beach Airport (LGB), LAX, and the Marriott Hotel on Century Boulevard near LAX. Applicant will not require prereservations for local shuttle service to or from PSP but will request reservations be made 5 to 24 hours in advance to guarantee service on the longer trips. Applicant's revised one-way fare proposals are listed in Attachment A.

Inclusion of the stops at Indio and Desert Hot Springs, which are cities applicant is authorized to serve, to those stops listed in the application falls within the ambit of the statement

Applicant states: that public convenience and necessity require his service because available options for airport service are limited; travelers using their own cars could use his service and reduce fuel consumption which, in turn, would reduce air pollution; desert travel agencies are supporting his proposal for airport shuttle service; his service would provide easier, more comfortable, and reliable access to desert communities which would enhance local tourism; and he will train his drivers. His proposal is supported by a member of the San Bernardino County Board of Supervisors; is supported in concept by a United State Senator and by the Deputy Director of Administration and Transportation programs in the State Department of Transportation.

Notice of the filing of this application was published in the Commission's Daily Transportation Calendar. No protests have been received.

Findings of Fact

1. Applicant requests a certificate of public convenience and necessity to expand his operations as a passenger stage corporation to provide service between desert locations, PSP, ONT, and other points in the cities of Anaheim, Irvine, Long Beach, and Los Angeles, including SNA, LGB, and LAX.
2. Applicant possesses the financial resources and ability to operate the proposed service.
3. Applicant will provide a needed airport shuttle between the desert communities and LAX.
4. Public convenience and necessity require the service proposed by the applicant.
5. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
6. The rates proposed are reasonable.

CORRECTION

THIS DOCUMENT HAS

BEEN REPHOTOGRAPHED

TO ASSURE

LEGIBILITY

Mailed

JUL 22 1988

Decision 88-07-047 July 22, 1988

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 Ronald L. Miller, an individual)
 doing business as Country Club)
 Limousines, for a modification of)
 current Certificate 1121 to operate)
 between the cities of Bermuda Dunes,)
 La Quinta, Indian Wells, Palm)
 Desert, Rancho Mirage, Cathedral)
 City, Palm Springs and specific)
 locations named in this Application)
 in the cities of Ontario, Anaheim,)
 Irvine, Long Beach and Los Angeles)
 as a common carrier of passengers,)
 baggage, and small packages.)

ORIGINAL

Application 87-11-030
(Filed November 24, 1987)

OPINION

Ronald L. Miller, doing business as Country Club Limousines, applied for certificate of public convenience and necessity under Public Utilities (PU) Code § 1031, et seq., to expand his operations as a passenger stage corporation as defined in PU Code § 226 to transport passengers, baggage, and express.

Decision (D.) 91938 in Application (A.) 59494 authorized applicant to provide on-call passenger stage operations between Palm Springs Airport (PSP) and hotels and/or motels in the cities or communities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Desert Hot Springs.

D.82-12-035 authorized applicant to provide scheduled on-call passenger stage service between PSP and/or Ontario International Airport (ONT) and homes or hotels in the cities or communities of Indio, Bermuda Dunes, La Quinta, Indian Wells, Palm Desert, Rancho Mirage, Cathedral City, and Palm Springs.

Interim D.84-01-025 in A.83-09-15 authorized service between the following locations: La Quinta Hotel in La Quinta, Erawan Garden Hotel in Indian Wells, Marriott Hotel in Rancho

Mirage, Gene Autry Hotel in Palm Springs on the one hand; and ONT, the Marriott Hotels in Anaheim and in Irvine on the other hand. D.84-04-100 made that interim order final and added service to the Marriott Hotel near Los Angeles International Airport (LAX) to the previously authorized routes.

Applicant also holds Charter Party Permit 1121-P.

Due to the recent incorporation of the City of La Quinta, it will be necessary to change the description of Route 1 and the related territorial description in applicant's certificate. These changes, incorporated in revised pages of PSC-1121 attached to this decision, do not change the scope of applicant's existing certificate.

A member of the Commission's Transportation Division staff (staff) requested applicant to clarify the scope of his existing authority and operations since applicant did not have certain fares on file, and to clarify what he was requesting in the subject application (see Exhibit 1). Applicant's response (Exhibit 2) includes a new general description of the proposed service, two fare proposals, and a new timetable. A staff memorandum, Attachment A to this decision, clarifies the scope of applicant's proposal, which adds stops in Indio and Desert Hot Springs, not mentioned in the application, to applicant's proposal to provide all points on-call service from several named desert cities and an unincorporated area to PSP, ONT, the Marriott Hotel in Anaheim, John Wayne Airport (SNA), Long Beach Airport (LGB), LAX, and the Marriott Hotel on Century Boulevard near LAX. Applicant will not require prereservations for local shuttle service to or from PSP but will request reservations be made 5 to 24 hours in advance to guarantee service on the longer trips. Applicant's revised one-way fare proposals are listed in Attachment A.

Inclusion of the stops at Indio and Desert Hot Springs, which are cities applicant is authorized to serve, to those stops listed in the application falls within the ambit of the statement

in the application that "applicant seeks to...establish and operate a transportation service for passengers, baggage, and small packages between all points within cities currently served...and ONT...and certain points in the cities of Anaheim, Irvine, Long Beach, and Los Angeles."

Applicant proposes all points local one-way fares of: \$5 between PSP and Palm Springs or Cathedral City; \$15 between PSP and the following locations: Rancho Mirage, Palm Desert, Indian Wells, Bermuda Dunnes, La Quinta, Indio, and Desert Hot Springs. Proposed fares from ONT to the desert communities are \$49 on one-way trips and \$79 on prepaid round trips. Proposed fares from the desert communities and the remaining points are \$69 on one-way trips and \$99 on prepaid round trips.

Applicant proposes to initiate service with a 1986 eight-passenger Lincoln limousine, a 1985 nine-passenger Dodge Ram, a 1984 seven-passenger Cadillac limousine, and two 1984 seven-passenger Cadillac limousines. He would add other station wagons, limousines or vans to his equipment as needed to provide the service.

Applicant would have passengers disembark at the Marriott Anaheim lobby and at airline check-in points. The drivers would bypass intermediate points unless a reservation(s) has been made and proceed directly to LAX. Applicant's drivers would discharge passengers at LAX, inspect their vehicles, and proceed to the nearby Marriott to begin the return trip.

As of June 30, 1987, the assets of Ronald and Tina Miller totaled \$375,514 consisting of \$51,105 in cash, \$7,245 in trade accounts receivable, \$10,199 in IRA accounts, \$136,219 for vehicles, \$158,482 for their residence, and \$12,354 for personal effects. Their liabilities included credit card obligations of \$1,637, a mortgage of \$135,000, estimated income taxes of \$40,000. Their net worth was \$198,967.

Applicant states: that public convenience and necessity require his service because available options for airport service are limited; travelers using their own cars could use his service and reduce fuel consumption which, in turn, would reduce air pollution; desert travel agencies are supporting his proposal for airport shuttle service; his service would provide easier, more comfortable, and reliable access to desert communities which would enhance local tourism; and he will train his drivers. His proposal is supported by a member of the San Bernardino County Board of Supervisors; is supported in concept by a United State Senator and by the Deputy Director of Administration and Transportation programs in the State Department of Transportation.

Notice of the filing of this application was published in the Commission's Daily Transportation Calendar. No protests have been received.

Findings of Fact

1. Applicant requests a certificate of public convenience and necessity to expand his operations as a passenger stage corporation to provide service between desert locations, PSP, ONT, and other points in the cities of Anaheim, Irvine, Long Beach, and Los Angeles, including SNA, LGB, and LAX.
2. Applicant possesses the financial resources and ability to operate the proposed service.
3. Applicant will provide a needed airport shuttle between the desert communities and LAX.
4. Public convenience and necessity require the service proposed by the applicant.
5. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
6. The rates proposed are reasonable.

7. No protest to the application has been received from any public transit operator serving the territory applicant proposes to serve.

Conclusions of Law

1. Applicant has demonstrated public convenience and necessity for establishing the proposed service.
2. The effective date of this order should be the date of signature in order that applicant may begin operations of the needed service as soon as possible.
3. 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 features of these rights at any time.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Ronald L. Miller, authorizing him 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-1121, to transport passengers, baggage, and express.
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 his 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 Order 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.
- f. Remit to the Commission the Transportation Reimbursement Fee required by PU Code § 403 when notified by mail to do so.

3. Prior to initiating service to any airport, applicant shall notify the airport authority involved. 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 both this Commission and the airport authority involved.

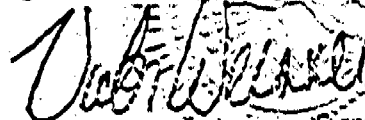
4. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to applicant that he has evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

- 5. The application is granted as set forth above. This order is effective today.

Dated July 22 1988, at San Francisco, California.

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK R. DUDA
C. MITCHELL WILK
JOHN B. OHANIAN
Commissioners

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


Victor Weisser, Executive Director

JB

State of California

M E M O R A N D U M

Date: May 17, 1988

To : ALJ Jerry Levander

From: PUBLIC UTILITIES COMMISSION--Los Angeles - Vijay Khawani

File No: A. 87-11-030

Subject: PSC Application filed by Ronald Miller dba Country Club Limousines.

Applicant is seeking authority to provide on-call, door-to-door service between certain cities/communities in the Palm Springs/Coachella Valley area and Palm Springs Airport (PSP), Ontario Airport (ONT), the Marriott Hotel in Anaheim, John Wayne Airport (SNA), Long Beach Airport (LGB), and Los Angeles International Airport (LAX). In the original application, applicant proposed the following fares: (Exhibit C)

FROM all points within:

TO:

	<u>PSP</u>	<u>ONT</u>	<u>MARRIOTT(ANA)</u>	<u>SNA</u>	<u>LGB</u>	<u>LAX</u>
Palm Springs	\$5	\$49	\$69	\$69	\$69	\$69
Cathedral City	\$10	\$49	\$69	\$69	\$69	\$69
Rancho Mirage	\$10	\$49	\$69	\$69	\$69	\$69
Palm Desert	\$10	\$49	\$69	\$69	\$69	\$69
Indian Wells	\$15	\$49	\$69	\$69	\$69	\$69
Bermuda Dunes	\$15	\$49	\$69	\$69	\$69	\$69
La Quinta	\$15	\$49	\$69	\$69	\$69	\$69

On February 17, 1988, staff received an amended Exhibit C. In the amendment, applicant modified his proposed fares and also added two additional communities (Indio and Desert Hot Springs) in his proposed service area. The amended fares applicant proposes to charge are as follows:

Palm Springs	\$5	\$49	\$69	\$69	\$69	\$69
Cathedral City	# \$5	\$49	\$69	\$69	\$69	\$69
Rancho Mirage	# \$15	\$49	\$69	\$69	\$69	\$69
Palm Desert	# \$15	\$49	\$69	\$69	\$69	\$69
Indian Wells	\$15	\$49	\$69	\$69	\$69	\$69
Bermuda Dunes	\$15	\$49	\$69	\$69	\$69	\$69
La Quinta	\$15	\$49	\$69	\$69	\$69	\$69
Indio*	\$15	\$49	\$69	\$69	\$69	\$69
Desert Hot Springs*	\$15	\$49	\$69	\$69	\$69	\$69

#Modified

*Added

All fares listed above are per person, one-way fares.

(END OF ATTACHMENT A)

SECTION 2. DESCRIPTION OF AREAS AND LOCATIONS.

*Bermuda Dunes Territory

That territory which is bounded on the west by Washington Street, on the east by Jefferson Street, on the north by Country Club Drive, and on the south by 44th Avenue (Fred Waring Drive).

SECTION 3. ROUTE DESCRIPTIONS.

Route 1

Commencing at Palm Springs Airport and/or Ontario International Airport then via the most convenient streets and highways to the following:

- | | |
|----------------|--------------------------|
| INDIO | RANCHO MIRAGE |
| CATHEDRAL CITY | PALM DESERT |
| PALM SPRINGS | *LA QUINTA |
| INDIAN WELLS | *BERMUDA DUNES TERRITORY |

Route 2

Commencing at Palm Springs Airport then via the most convenient streets and highways to Desert Hot Springs.

*Revised by California Public Utilities Commission.

Decision 88-07-047, Application 87-11-030.

SECTION 3. ROUTE DESCRIPTIONS (Continued)

Route 3

Service between the following points, on the one hand:

1. La Quinta Hotel, 49499 Eisenhower Dr., La Quinta
2. Erawan Garden Hotel, 76477 Highway 111, Indian Wells
3. Marriott Hotel, 41000 Bob Hope Dr., Rancho Mirage
4. Gene Autry Hotel, 4200 E. Palm Canyon Dr., Palm Springs

and the following points, on the other hand:

5. Ontario International Airport
6. Marriott Hotel, 700 W. Convention Way, Anaheim
7. Marriott Hotel, 18000 Von Karman, Irvine
8. Rochelle's Hotel, 3333 Lakewood Blvd., Long Beach
9. Marriott Hotel, 5855 West Century Blvd., Los Angeles

*Route 4

Service between the following points, on the one hand:

1. Palm Springs
2. Cathedral City
3. Rancho Mirage
4. Palm Desert
5. Indian Wells
6. La Quinta
7. Indio
8. Desert Hot Springs
9. Bermuda Dunes

and the following points, on the other hand:

10. Palm Springs Airport (PSP)
11. Ontario International Airport (ONT)
12. Marriott Hotel, 700 W. Convention Way, Anaheim
13. John Wayne Airport (SNA)
14. Long Beach Municipal Airport (LGB)
15. Marriott Hotel, 5855 West Century Blvd., Los Angeles
16. Los Angeles International Airport (LAX)

Issued by California Public Utilities Commission

*Added by Decision 88-07-047, Application 87-11-030.

State of California

M E M O R A N D U M

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From: PUBLIC UTILITIES COMMISSION--Los Angeles - Vijay Khawani

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