

82 02 054

FEB - 4 1982

ORIGINAL

Decision \_\_\_\_\_

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of MICHELINE GUERIN, an individual, )  
d.b.a. ADVENTOURS, for authority )  
to operate as a passenger stage )  
corporation in a shuttle service )  
between points in Downtown Los )  
Angeles and the Glendale-Pasadena- )  
Burbank Airport. )

Application 61062  
(Filed November 18, 1981)

O P I N I O N

Micheline Guerin (applicant), doing business as Adventours, requests a certificate of public convenience and necessity to operate on-call scheduled passenger service between specified points in downtown Los Angeles and Glendale-Pasadena-Burbank Airport. Applicant is currently authorized to conduct charter-party operations under a charter-party permit (TCP-745P).

Applicant proposes to perform a regularly scheduled on-call service, 5 times a day, on a 5-day per week (Monday through Friday) basis.

In support of the application, applicant alleges the following:

1. There is no service between downtown Los Angeles and the Glendale-Pasadena-Burbank Airport.
2. The Bonaventure Hotel, the Hyatt Regency, the Biltmore Hotel, and the Los Angeles Hilton Hotel have proposed the idea to applicant for many months as they have a great need for such service.
3. The businessmen who work for the many large companies in downtown Los Angeles and who commute back and forth to San Francisco and other cities through the Glendale-Pasadena-Burbank Airport have also expressed a need for such service.

4. Officials at the Glendale-Pasadena-Burbank Airport have agreed to provide applicant with a pickup and delivery point at the airport to operate such service and have expressed their enthusiastic support of the project.

5. Applicant currently owns a 1980 Dodge Ram and a 1976 Checker Stretched Limo, each seating 14 passengers. Applicant also proposes to purchase a 1981 Dodge with seating capacity of 20. The presently owned vehicles are covered by liability insurance in amounts that exceed the minimum liability required under the Commission's General Order 101-C.

6. Granting the authority sought would have no significant adverse effect upon the environment of the areas to be served. On the contrary, it is believed that the availability of this service would be a benefit to the environment and to the public by reducing use of private vehicles.

Exhibit D of the application, a statement of financial condition as of September 30, 1981, shows that applicant has sufficient financial resources to institute and operate the proposed service.

Notice of the application was published in the Commission's Daily Calendar on November 20, 1981. Copies of the application were served on the appropriate governmental agencies.

The Southern California Rapid Transit District (District), in a letter to the Commission dated November 25, 1981, stated that it does not wish to protest this application providing that applicant would agree not to use passenger pickup and discharge areas presently designated as active bus stops assigned to District in downtown Los Angeles and at the Glendale-Pasadena-Burbank Airport.

Applicant, by a letter to the Commission dated December 3, 1981, has agreed not to use District's bases in downtown Los Angeles and in Glendale-Pasadena-Burbank Airport.

District is put on notice its letter does not constitute a formal protest. In the future it should observe Article 2.5 of our Rules of Practice and Procedure if it expects to have standing to protest and request a hearing.

No formal protests have been received and a public hearing is not necessary.

Findings of Fact

1. Applicant requests a certificate of public convenience and necessity to operate as a passenger stage corporation.

2. Applicant has the financial resources to institute and operate the proposed service.

3. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

4. No unresolved protests have been received and a public hearing is not necessary.

5. Public convenience and necessity require that the application be granted.

Conclusion of Law

Public convenience and necessity have been demonstrated and the application should be granted.

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. A certificate of public convenience and necessity is granted to Micheline Guerin, doing business as Adventours, authorizing her to operate as a passenger stage corporation, as defined in Public Utilities Code Section 226, between the points and over the routes set forth in Appendix A, to transport persons.

2. Applicant shall:

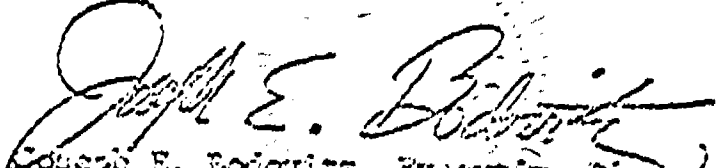
- a. File a written acceptance of this certificate within 30 days after this order is effective.
- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
- c. State in her tariffs and timetables when service will start; allow at least 10 days' 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 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated FEB 4 1982, at San Francisco, California.

JOHN E. BRYSON  
President  
RICHARD D. GRAVELLE  
LEONARD M. CRIMES, JR.  
VICTOR CALVO  
PHISCILLA C. CREW  
Commissioners

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

  
Joseph E. Bodovick, Executive Director

T/ctb

Appendix A

Micheline Guerin  
Doing Business As  
Adventours

Original Page 1

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1207

Showing passenger stage operative rights, restrictions,  
limitations, exceptions, and privileges.

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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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Issued under authority of Decision 82 02 054, dated FEB - 4 1982,  
of the Public Utilities Commission of the State of California,  
in Application 61062.

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

Micheline Guerin, doing business as Adventours, by the certificate of public convenience and necessity to operate as a passenger stage corporation granted by the decision noted in the margin, is authorized to transport persons on an "on-call" basis between specified points in downtown Los Angeles, on the one hand, and Glendale-Pasadena-Burbank Airport, on the other hand, over and along the routes described, subject, however, to the authority of this Commission to change or modify these routes at any time and subject to the following provisions:

- a. 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.
- b. On-call service shall be provided 5 days per week, Monday through Friday.
- c. All trips will be rendered on a 24-hour advance reservation basis only.
- d. Service shall be limited to the transportation of passengers in either direction between Glendale-Pasadena-Burbank Airport and the following 8 points in downtown Los Angeles only:
  1. Biltmore Hotel
  2. Bonaventure Hotel
  3. Los Angeles Hilton Hotel
  4. Figueroa Holiday Inn
  5. New Otani Hotel
  6. Ambassador Hotel
  7. Sheraton Townhouse
  8. Los Angeles Greyhound Station

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Appendix A

Micheline Guerin  
Doing Business As  
Adventours  
(PSC-1207)

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

e. No service will be rendered locally.

SECTION II. ROUTE DESCRIPTIONS.

After passenger pickup at the designated points at  
Section I, the bus proceeds over and along the most appropriate  
route to the passenger destination point.

(END OF APPENDIX A)

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