

Decision 82 12 035

DEC 1 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of)
 RONALD L. MILLER, an individual)
 doing business as COUNTRY CLUB)
 LIMOUSINES, for a certificate of)
 public convenience and necessity)
 to operate between the cities of)
 Indio, La Quinta, Bermuda Dunes,)
 Indian Wells, Palm Desert, Rancho)
 Mirage, Cathedral City, Palm)
 Springs, and the Ontario Airport)
 as a common carrier of passengers,)
 baggage, and small packages.)

Application 82-08-21
(Filed August 9, 1982)

O P I N I O N

Applicant Ronald L. Miller, dba Country Club Limousines, presently operates as a passenger stage corporation under PSC-1121, providing on-call service between Palm Springs Airport and certain hotels/motels in the Palm Springs/Coachella Valley area. By this application, Miller seeks to have his operating authority expanded to cover scheduled service between Ontario Airport and the passenger's home or hotel in Indio, Bermuda Dunes, La Quinta, Indian Wells, Palm Desert, Rancho Mirage, Cathedral City, and Palm Springs.

Applicant proposes to operate this service seven days per week including holidays under the following schedule:

<u>Departs This Location:</u>	<u>At This Time:</u>
Indio	9:00 a.m.
Bermuda Dunes	9:10 a.m.
La Quinta	9:15 a.m.
Indian Wells	9:25 a.m.
Palm Desert	9:30 a.m.
Rancho Mirage	9:40 a.m.
Cathedral City	9:50 a.m.
Palm Springs	10:00 a.m.

Arrives at Ontario Airport at 11:30 a.m.

Departs Ontario Airport at 12:30 p.m.

Begins dropping passengers at their desired locations in:

Palm Springs	2:00 p.m.
Cathedral City	2:10 p.m.
Rancho Mirage	2:20 p.m.
Palm Desert	2:30 p.m.
Indian Wells	2:35 p.m.
La Quinta	2:45 p.m.
Bermuda Dunes	2:50 p.m.
Indio	3:00 p.m.

All passengers must have reservations and a minimum number of two passengers is required to make the schedule operative.

Proposed one-way fares between Ontario Airport and pickup or dropoff locations are: Indio \$50; La Quinta \$45; Bermuda Dunes \$45; Indian Wells \$45; Palm Desert \$40; Rancho Mirage \$40; Cathedral City \$35; and Palm Springs \$35. Applicant will use 7-passenger limousines in this service. He owns three Cadillac limousines and, as estimated in Exhibit D to the application, has a net worth of \$109,500.

Applicant asserts that the proposed service would not have a negative effect on the environment. Applicant further asserts public convenience and necessity require the proposed service for the following reasons:

"Travelers between the points named in this application are limited by their choice of transportation. Their options increase with our proposed service.

"No other transportation company is providing the same 'door to Ontario Airport' 'Ontario Airport to door' type service that we propose.

"Many travelers drive their own cars to Ontario. Our proposed service helps encourage fuel conservation and improved air pollution conditions.

"The Applicant has been in the transportation business in the same local area for several years and has close associations with the community. We are aware that the need for this service is vital to the traveling public."

The filing of this application was listed on the Commission's Daily Transportation Calendar on August 12, 1982. Copies of the application were served on the cities in the area to be served and on the Los Angeles International Airport (for Ontario Airport). No protests have been received.

Findings of Fact

1. Applicant has the ability, experience, equipment, and financial resources to perform the proposed service.
2. The initial fares and the service schedule proposed by applicant are reasonable.
3. Currently no scheduled door-to-door service exists between the Ontario Airport and the Cities of Indio, La Quinta, Bermuda Dunes, Indian Wells, Palm Desert, Rancho Mirage, Cathedral City, and Palm Springs; applicant proposes one round trip daily.
4. There is public demand for applicant's proposed service.
5. Public convenience and necessity require the proposed service.
6. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
7. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated and the application should be granted. Since the public will benefit from immediate institution of the proposed service, the following order should be effective today.

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 Ronald L. Miller authorizing him to extend his operations as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in the attached Appendix PSC-1121 to transport persons, 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 the 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.

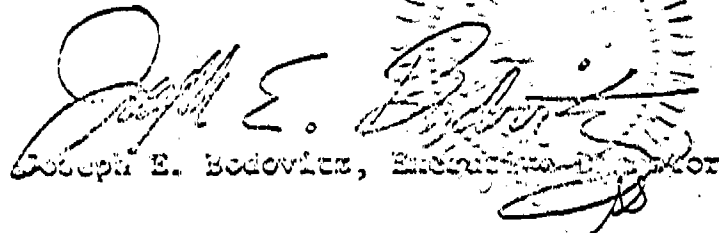
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol (CHP) safety rules.
- e. Notify the Commission and CHP of any addition or deletion of vehicle(s) used in the service prior to the fact.
- f. Maintain accounting records in conformity with the Uniform System of Accounts.

This order is effective today.

Dated DEC 1 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D GRAVELLE
LEONARD M. GRIMES, JR.
VICTOR GALVO
PRISCILLA C CREW
Commissioners

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


Joseph E. Bodovitz, Executive Director

T/ctb/nb

Appendix PSC-1121

Ronald L. Miller

First Revised Title Page
Cancels
Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC - 1121

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.

Supersedes authority granted in Application 59494,
Decision 91938 dated June 17, 1980.

Revised under authority of Decision 82 12 035, dated DEC 1 1982,
of the Public Utilities Commission of the State of California, in
Application 82-08-21.

T/ctb

Appendix PSC-1121

Ronald L. Miller

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Cancels
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Revised by California Public Utilities Commission.

Decision 82 12 035, Application 82-08-21.

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

Ronald L. Miller, doing business as Country Club Limousines, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to operate as a passenger stage corporation for the transportation of passengers, baggage, and express over the routes described and subject to the following provisions and restrictions:

1. The term "on-call" as used refers to service which is authorized to be rendered dependent on the demands of passengers. Tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
2. No passenger shall be transported who does not have as either a point of origin or destination the Palm Springs or Ontario Airports.
3. Service may be conditioned on a minimum of two paid fares.
4. When route descriptions are given in one direction they apply to operations in either direction unless otherwise indicated.
5. Routes may be combined in either direction.
6. Express shall be transported only on passenger-carrying vehicles and shall be limited to a weight of not more than 100 pounds.

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SECTION 2. DESCRIPTION OF AREAS AND LOCATIONS.

Bermuda Dunes/La Quinta Territories

That territory which is bounded on the north and northeast by State Highway 111 and Interstate Highway 10, respectively. Then, on the east by State Highway 86, and west of the city limits of Indio and Coachella, on the south by State Highway 195 and on the west by the easternmost boundaries of the Santa Rosa mountain range along a line commonly known as Ancient Beach.

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	BERMUDA DUNES/
INDIAN WELLS	LA QUINTA TERRITORIES

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.

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