

ORIGINAL

Decision 83 01 042 JAN 12 1983

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application)
of Wilmington Cab Company of)
California, Inc., dba "The)
Supershuttle", for authority)
to operate as a passenger stage)
corporation between Los Angeles)
International Airport (LAX) and)
17 Los Angeles County communities)
South of the Airport.)

Application 82-10-37
(Filed October 15, 1982)

O P I N I O N

Applicant Wilmington Cab Company of California, Inc. (Wilmington), dba The Supershuttle, seeks a certificate of public convenience and necessity to operate as a passenger stage corporation to transport passengers between Los Angeles International Airport (LAX) and 17 communities south of the airport which are specified in the application. Wilmington proposes to perform on-call service on a 7-day per week basis using ten 6-passenger 1982 Volkswagen Vanagon's. In addition, Wilmington states it may use certain unspecified sedans to serve overflow passengers in emergencies or when regular vehicles are being serviced.

Notice of filing of the application appeared on the Commission's Daily Transportation Calendar on October 20, 1982 making direct notification to potential competitors or protestants unnecessary. (See Rule 15.1, Rules of Practice and Procedure, effective July 1, 1982.) No protest was received.

The one-way fare proposed for Wilmington's service is \$10, \$15, or \$20 depending on which of the 17 cities is being served. The on-call service is to be offered between the hours of 6 a.m. and 10 p.m. Passengers being taken to the airport are expected to telephone for the service at least four hours in advance of pickup. However, Wilmington states that effort will be made to accommodate those calling for immediate response service.

While Wilmington has not specifically stated so, it reasonably appears from the financial statement attached to Exhibit C to the application that Wilmington currently owns the motor vehicle equipment which it proposes to use.

Wilmington alleges that other presently available alternatives to private automobile travel to LAX from these locations are more costly than the proposed service and are limited. Wilmington notes that many existing "shuttle-type" services either do not operate in many of the communities proposed to be served or provide "marginally reliable service". Wilmington points out that increasing congestion and decreasing air quality at the airport will benefit from the introduction of more modes of transportation which avoid the need for parking and driving by individuals and result in fewer vehicles in the area of the airport. Further, Wilmington states that because its operating division is within the proposed service area and because it already operates taxicabs and dial-a-ride businesses within many of those communities, its level of service and commitment to meeting deadlines in the area would not be matched by other providers.

Wilmington also alleges that it has sufficient financial resources to institute and operate the proposed service. The rather short financial statement attached to the application which is current through June 30, 1982 indicates current assets of \$502,870 and current liabilities of \$185,944. While the statement does not provide a complete portrayal of Wilmington's financial status for business purposes, it tends to support Wilmington's allegation.

Findings of Fact

1. Wilmington has the ability, experience, and financial resources to perform the proposed service.
2. Wilmington's proposed service contemplates the use of 6-passenger vans supplemented by sedans to be used in emergencies or when regular vehicles are being serviced for transporting passengers between the LAX and 17 Los Angeles communities south of the airport.
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.

Conclusion of Law

Public convenience and necessity require that the requested authority should be issued.

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 Wilmington Cab Company of California, Inc. authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix PSC-1275.

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 its 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.

c. Maintain accounting records in conformity with the Uniform System of Accounts.

3. 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 authority involved.

This order becomes effective 30 days from today.

Dated January 12, 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

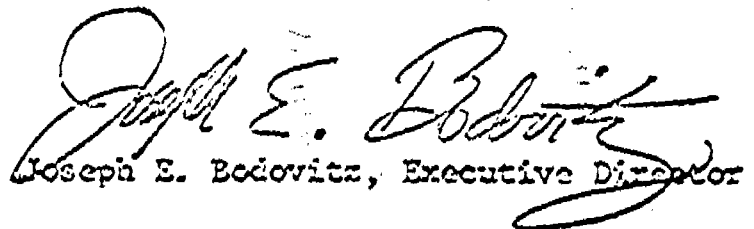
VICTOR CALVO

PRISCILLA C. GREW

DONALD VIAL

Commissioners

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


Joseph E. Bodovitz, Executive Director

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Appendix PSC-1275

WILMINGTON CAB COMPANY
OF CALIFORNIA, INC.

Original Title Page

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

AS A PASSENGER STAGE CORPORATION

PSC - 1275

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 83 01 042, dated JAN 12 1983,
of the Public Utilities Commission of the State of California in
Application 82-10-37.

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Issued by California Public Utilities Commission.

Decision 83 01 042, Application 82-10-37.

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

Wilmington Cab Company of California, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and baggage between Los Angeles International Airport (LAX) and certain points in Los Angeles County 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 performed shall be door-to-door, on-call, seven days per week (including legal holidays), from 6:00 a.m. to 10:00 p.m.
- d. 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.

Issued by California Public Utilities Commission.

Decision 83 01 042, Application 82-10-37.

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

- e. No passengers shall be transported except those having point of origin or destination at LAX.
- f. Service shall be rendered via a direct route from the point of origin to the point of destination of a passenger, except that when more than one passenger is to be transported in a single vehicle, service shall be rendered by the most direct routings possible, taking into consideration the various points of origin and destination of the several passengers.

Issued by California Public Utilities Commission.

Decision 83 01 042, Application 82-10-37.

SECTION 2. ROUTE DESCRIPTIONS

Commencing at LAX, then via the most appropriate route to the following cities or communities:

Carson	Palos Verdes Estates
El Segundo	Rancho Palos Verdes
Gardena	Redondo Beach
Harbor City	Rolling Hills
Hawthorne	Rolling Hills Estates
Hermosa Beach	San Pedro
Lawndale	Torrance
Lomita	Wilmington
Manhattan Beach	

Issued by California Public Utilities Commission.

Decision S3 01 042, Application 82-10-37.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Wilmington Cab Company of California, Inc. authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix PSC-1275 ~~to transport persons.~~ Ru

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 its 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.

A.82-10-37 ALJ/emk

- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated _____, at San Francisco, California.

3. This certificate does not authorize the holder to conduct any operations on the property or on into any airport unless such operation is authorized by the airport authority involved. Ka

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- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated JAN 12 1983, at San Francisco, California.

3. This certificate does not authorize the holder to conduct any operations on the property of or into any asset unless such operation is authorized by the asset authority involved.

LEONARD M. GRIMES, JR.
 President
 VICTOR CALVO
 PRISCILLA C. GREW
 DONALD VIAL
 Commissioners