

ORIGINAL

Decision 83 05 036 MAY 18 1983

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of M. AND M. HI-DESERT)
 AIRPORT EXPRESS, INC. for certificate)
 of public convenience and necessity)
 to operate a passenger and baggage)
 service between points in San)
 Bernardino County and the Ontario,)
 Los Angeles, Burbank and Long Beach)
 Airports.)

Application 82-12-35
(Filed December 13, 1982)

O P I N I O N

Applicant M. and M. Hi-Desert Airport Express, Inc. (M. and M.), a California corporation, requests authority, under Public Utilities (PU) Code Section 1031, to establish and operate a passenger stage bus service for the transportation of passengers and baggage between the unincorporated towns of Twentynine Palms and Yucca Valley in San Bernardino County, on the one hand, and the Ontario, Los Angeles, Long Beach, and Burbank airports in Los Angeles County, on the other hand. The routes to be traversed are State Highway #62 from Twentynine Palms and Yucca Valley to U.S. Route 10 to the Ontario Airport, U.S. Route 10 to U.S. Route 5 to the Burbank Airport, U.S. Route 10 to State Highway 42 to the Los Angeles International Airport, and U.S. Route 10 to U.S. Route 605 to the Long Beach Airport.

Notice of the filing of this application appeared in the Commission's Daily Transportation Calendar on December 17, 1982. In addition, notice of the filing was served by applicant upon all governmental entities and regional transportation planning agencies within whose boundaries passengers will be loaded or unloaded. There have been no protests to the application filed with the Commission.

M. and M. proposes to charge \$34, \$50, \$54, and \$54 from Twentynine Palms to Ontario, Los Angeles, Long Beach, and Burbank airports, respectively. It proposes rates of \$33, \$49, \$53, and \$53, respectively, from Yucca Valley to Ontario, Los Angeles, Long Beach, and Burbank airports. Service will be provided on a door-to-door basis from the homes of passengers to the airline terminal desired. Daily service is planned only to and from the Ontario and Los Angeles airports. (Initially, only one round trip daily is planned with additional trips to be added as required by the needs of the public.) M. and M. plans to use one 1983 Ford 12-passenger van wagon for its initial startup service and will add a second as demand dictates.

The financial statement of M. and M. shows assets of \$10,000 and liabilities of \$10,000 which consist of capital stock. Its pro forma statement after purchase of its first van reflects assets of \$23,349 and liabilities of \$23,349 of which \$10,000 reflects stock equity.

M. and M. has conducted surveys in the area and has been contacted by various travel agencies concerning transportation services of the type proposed and is of the opinion that the proposed service is badly needed.

Findings of Fact

1. M. and M. has the ability, equipment, and financial resources to perform the proposed service.
2. There is no comparable service covering the area which M. and M. proposes to serve.
3. Public convenience and necessity require the service proposed by M. and M.

4. The rates proposed in the application are reasonable.

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. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been demonstrated and a certificate should be granted to M. and M.

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 M. and M. Hi-Desert Airport Express, Inc., a corporation, 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-1293, to transport persons and their baggage only.

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

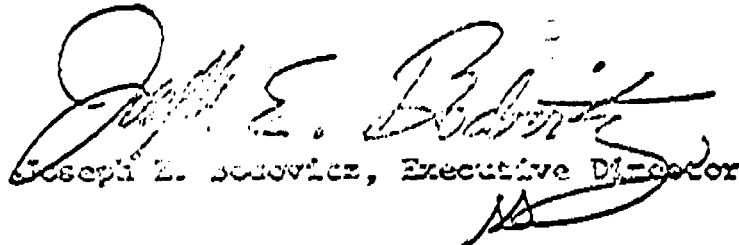
3. This certificate does not authorize the holder to conduct any operations on the property of or into any airport unless such operation is authorized by the airport authority involved.

This order becomes effective 30 days from today.

Dated MAY 18 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. Sobovitz, Executive Director

Appendix PSC-1293

M. AND M. HI-DESERT
AIRPORT EXPRESS, INC.

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC - 1293

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.

83 05 036

Issued under authority of Decision _____, dated MAY 18 1983
of the Public Utilities Commission of the State of California, in
Application 82-12-35.

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

M. and M. Hi-Desert Airport Express, Inc.,
by the certificate of public convenience and necessity granted
by the decision noted in the margin, is authorized to operate as
a passenger stage carrier to transport passengers and their baggage,
between the towns of Twentynine Palms and Yucca Valley, on the one
hand, and Ontario (ONT), Long Beach (LGB), Los Angeles International
(LAX), and Burbank (BUR) Airports, on the other hand, over the most
reasonable routes, subject to the following provisions:

- a. Door-to-door service may be provided between any point within Twentynine Palms or Yucca Valley and any point within the airport boundaries of ONT, LGB, LAX, or BUR.
- b. For the purposes of this certificate, Twentynine Palms, which is unincorporated, shall consist of all points within a straight-line distance of ten miles from the intersection of Adobe Road and Twentynine Palms Highway in Twentynine Palms. Yucca Valley, which is unincorporated, shall consist of all points within a straight-line distance of five miles from the intersection of Highway 62 and Mohawk Trail in Yucca Valley.
- c. No passengers will be carried between Twentynine Palms and Yucca Valley or between one airport and another or picked up or discharged at any point not specified in this order.

Issued by California Public Utilities Commission.

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Appendix PSC-1293

M. AND M. HI-DESERT
AIRPORT EXPRESS, INC.

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SECTION 2. ROUTE DESCRIPTIONS.

Via the most appropriate streets and highways, service points at the following locations in San Bernardino County.

Twentynine Palms

Yucca Valley

Then via the most appropriate streets and highways, service points at the following locations:

Ontario Airport (ONT)

Los Angeles International Airport (LAX)

Long Beach Airport (LGB)

Burbank - Glendale - Pasadena Airport (BUR)

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