

Decision No. 92278 OCT 8 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of Gerald E. Hanford and JoAnne Hanford, doing business under the name and style of,

MOUNTAIN AREA TRANSIT COMPANY  
"MATCO"

for a Passenger Stage Certificate of Public Convenience and Necessity to operate a passenger stage service between San Bernardino and points in the San Bernardino Mountains including Big Bear Lake, Lake Arrowhead and Crestline, for the transportation of Passengers, Baggage and Package Express.

ORIGINAL

Application No. 59260  
(Filed November 7, 1979)

O P I N I O N

Gerald E. Hanford and JoAnne Hanford (applicants), a partnership, doing business as the Mountain Area Transit Company (MATCO), seek a certificate of public convenience and necessity pursuant to Section 1031 et seq. of the Public Utilities Code to act as a passenger stage corporation to transport passengers, their attendant baggage and package express between Big Bear Lake, on the one hand, and San Bernardino and intermediate points on the other hand, over regular routes as hereinafter described in Appendix A of this decision attached hereto.

Notice of filing of this application appeared in the Commission's Daily Calendar dated November 13, 1979. A description of the equipment to be used is one (1) 1973 Ford van bus seating 12 passengers including driver, one (1) 1977 Ford van bus seating 12 passengers including driver and one (1) 1979 Dodge van bus seating 11 passengers including driver. Copies of the application were mailed to Greyhound Lines, Inc., Trailways, Inc., and the cities of San Bernardino, Redlands, and Los Angeles. There are no protests.

The applicants' proposed fares are set forth in Exhibit C attached to the application.

SS ✓  
The applicants' financial statement as of November 5, 1979 shows total assets of \$475,500.00 and net worth of \$307,800.00. In support of their application, the applicants allege as follows:

1. There are no other carriers providing public transportation in the area proposed to be served by the applicants.

2. Based on 1970 census projections there will be a dramatic increase in population in the area proposed to be served which already lacks adequate public transportation.

3. Applicants' contracts with Omnitrans, a publicly owned transit agency, to provide one round trip per week service between Big Bear Lake and San Bernardino and the service now operates at 100% capacity with an overwhelming reserve seat waiting list each week for passengers needing transportation.

✓  
SS  
4. The public in general, residents of Big Bear Lake employed in San Bernardino, and ski-sports enthusiasts bound to and from recreation facilities at Big Bear Lake need an alternative to use of the private automobile as a means of travel in order to conserve fuel and reduce the acute traffic congestion presently being experienced in the Big Bear Lake and San Bernardino areas.

The applicants state that because of the above and other factors cited in the application, public demand requires the Commission issue the authority which the applicants are seeking.

#### Findings of Fact

SS  
1. Gerald E. Hanford and JoAnne Hanford, a partnership, doing business as Mountain Area Transit Company (MATCO), seek a certificate of public convenience and necessity to operate as a passenger stage corporation to transport passengers, their attendant baggage and package express between Big Bear Lake, on

the one hand, and San Bernardino and intermediate points on the other hand, over regular routes as described in Exhibit A attached to the application.

2. MATCO has the financial resources and ability to operate the proposed service.

3. The proposed individual fares are justified. Once published, fares may not be increased without the necessary showing and finding required by Section 454 of the Public Utilities Code.

4. MATCO has demonstrated that public convenience and necessity require certification of the services it seeks.

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.

#### Conclusions of Law

1. We conclude that public convenience and necessity require the granting of MATCO's application to establish the proposed passenger bus service.

2. MATCO's tariff publication should contain clear and concise statements of rules and individual fares for the authority which is being sought in a manner that will enable patrons to determine in advance what the charges for the service should be.

MATCO is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

## IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Gerald E. Hanford and JoAnne Hanford (applicants), a partnership, doing business as the Mountain Area Transit Company (MATCO) to act as a passenger stage corporation pursuant to Section 1031 et seq. of the Public Utilities Code to transport passengers, their attendant baggage and package express between Big Bear Lake, on the one hand, and San Bernardino and intermediate points on the other hand over regular routes as hereinafter described in Appendix A of this decision attached hereto.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure to do so may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicants shall file a written acceptance of the certificate granted. Applicants are placed on notice that if they accept the certificate they will be required, among other things, to comply with the safety rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicants shall establish the authorized service and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.

- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Order Nos. 79-Series and 98-Series.
- (e) Applicants shall maintain their accounting records on a calendar-year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission on or before March 31, of each year, an annual report of their operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

The effective date of this order shall be thirty days after the date hereof.

Dated OCT 8 1980, at San Francisco, California.

John E. Bryan  
President

Thermon L. Sturgeon

Richard D. Howell

Lawrence J. ...  
Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

T/AM

Appendix A

GERALD E. HANFORD AND  
JOANNE HANFORD  
doing business as  
MOUNTAIN AREA TRANSIT COMPANY  
"MATCO"

Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
PSC - 1136

---

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

---

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 No. 92278,  
dated OCT 8 1980 of the Public Utilities Commission  
of the State of California, in Application No. 59260.

Gerald E. Hanford and  
JoAnne Hanford  
doing business as  
Mountain Area Transit Company  
"MATCO"  
PSC - 1136

INDEX

	<u>Page No.</u>
SECTION 1. GENERAL AUTHORIZATION, RESTRICTIONS, LIMITATIONS AND SPECIFICATIONS.....	2, 3
SECTION 2. ROUTE DESCRIPTIONS .....	4, 5, 6

Issued by California Public Utilities Commission.

Decision No. ~~92278~~, Application No. 59260

GERALD E. HANFORD AND  
JOANNE HANFORD  
doing business as  
MOUNTAIN AREA TRANSIT COMPANY  
"MATCO"  
PSC - 1136

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

Gerald E. Hanford and JoAnne Hanford, a partnership, doing business as Mountain Area Transit Company (MATCO) by the certificate of public convenience and necessity granted by the decision noted in the margin, <sup>is</sup> ~~is~~ authorized to operate as a passenger stage corporation to transport passengers, their attendant, baggage, and package express between Big Bear Lake, on the one hand, and San Bernardino and intermediate points on the other hand, over regular routes as hereinafter described, subject, however, to the authority of this Commission to change or modify said 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) Passengers shall be picked up and discharged only at points and places to be named in applicant's tariffs.
- (d) The transportation of baggage and express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than one hundred (100) pounds per shipment.



GERALD E. HANFORD AND  
JOANNE HANFORD  
doing business as  
MOUNTAIN AREA TRANSIT COMPANY  
"MATCO"  
PSC - 1136


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

- (e) The applicant's tariff publication shall contain clear and concise statements of rules and individual fares for the authority which is being sought in a manner that will enable patrons to determine in advance what the charges for the service should be.

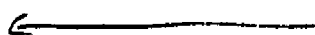
GERALD E. HANFORD AND  
 JOANNE HANFORD  
 doing business as  
 MOUNTAIN AREA TRANSIT COMPANY  
 "MATCO"  
 PSC - 1136

## SECTION 2. ROUTE DESCRIPTIONS

Route 1 Big Bear Lake - Lake Arrowhead - San Bernardino

Commencing at the southwest corner of Clubview Drive and Moonridge Road (in the Goldmine Ski Area), north on Clubview Drive to State Highway 18, southwest on State Highway 18 to State Highway 173, thence, north on State Highway 173 to State Highway 189, west on State Highway 189 to Lake Gregory Drive, northwest on Lake Gregory Drive to Lake Drive, thence west on Lake Drive to State Highway 138, south on State Highway 138 to State Highway 18, southwest on State Highway 18 to Waterman Avenue located in the City of San Bernardino, south on Waterman Avenue to Fifth Street, west on Fifth Street to "F" Street, south on "F" Street to a terminal location at 444 North  "F" Street in the City of San Bernardino where passengers shall be picked up or discharged. Return via the exact reverse route to point of beginning.

Route 2 Big Bear Lake - Running Springs - San Bernardino

Commencing at the southwest corner of Clubview Drive and Moonridge Road (in the Goldmine Ski Area), north on Clubview Drive to State Highway 18, southwest on State Highway 18 to State Highway 330, thence, south on State Highway 330 to State Highway 30, due west on State Highway 30, to Waterman Avenue located in the City of San Bernardino, south on Waterman Avenue to Fifth Street, west on Fifth Street to "F" Street, south on "F" Street to a terminal location at 444 North  "F" Street where passengers shall be picked up or discharged. Return via the exact reverse route to point of beginning.

Appendix A

GERALD E. HANFORD AND  
 JOANNE HANFORD  
 doing business as  
 MOUNTAIN AREA TRANSIT COMPANY  
 "MATCO"  
 PSC - 1136

Original Page 5

## SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route 3 Big Bear Lake - Lake Gregory - San Bernardino

Commencing at the southwest corner of the intersection of Bristlecone Drive and Summit Boulevard, north on Summit Boulevard to State Highway 18, southwest on State Highway 18 to State Highway 173, thence, north on State Highway 173 to State Highway 189, west on State Highway 189 to Lake Gregory Drive, northwest on Lake Gregory Drive to Lake Drive, thence west on Lake Drive to State Highway 138, south on State Highway 138 to State Highway 18, southwest on State Highway 18 to Waterman Avenue located in the City of San Bernardino, thence, south on Waterman Avenue to Fifth Street, west on Fifth Street to "F" Street, south on "F" Street to a terminal location at 444 North ← "F" Street in the city of San Bernardino where passengers shall be picked up or discharged. Return via the exact reverse route to point of beginning.

Alternate Route 1 - Big Bear Lake - San Bernardino

Commencing at the southwest corner of Clubview Drive and Moonridge Road (in the Goldmine Ski Area), thence, north on Clubview Drive to State Highway 18, southwest on State Highway 18 to the junction of State Highway 18 and State Highway 173 where passengers shall be picked up or discharged. Continue southwest on State Highway 18 to Junction of State Highway 18 and State Highway 138 where passengers shall be picked up or discharged. Continue south west on State Highway 18 to Waterman Avenue located in the City of San Bernardino, thence, south on Waterman Avenue to Fifth Street, west on Fifth Street to "F" Street, south on "F" Street to a terminal location at 444 North ← "F" Street in the City of San Bernardino where passengers shall be picked up or discharged and return via the exact reverse route to the point of beginning.

Issued by California Public Utilities Commission.

Decision No. 92278, Application No. 59260.

GERALD E. HANFORD AND  
 JOANNE HANFORD  
 doing business as  
 MOUNTAIN AREA TRANSIT COMPANY  
 "MATCO"  
 PSC - 1136

## SECTION 2 . ROUTE DESCRIPTIONS (Continued)

Alternate Route 2 - Big Bear Lake - San Bernardino - via business  
 Route State Highway 30 (Highland Avenue)

Commencing at the southwest corner of Clubview Drive and Moonridge Road (in the Goldmine Ski Area), thence, north on Clubview Drive to State Highway 18, southwest on State Highway 18 to the junction of State Highway 18 and State Highway 173, where passengers shall be picked up or discharged. Continue southwest on State Highway 18 to the junction of State Highway 18 and State Highway 138 where passengers shall be picked up or discharged. Continue southwest on State Highway 18 to State Highway 30, due west on State Highway 30 (Highland Avenue) to Waterman Avenue located in the City of San Bernardino, thence, south on Waterman Avenue to Fifth Street, west on Fifth Street to "F" Street, south on "F" Street to a terminal location at 444 North ← "F" Street in the City of San Bernardino where passengers shall be picked up or discharged. Return via the exact route to point of beginning.

(END OF APPENDIX A)