

BEFORE THE PUBLIC UTILITIES
COMMISSION OF THE STATE OF CALIFORNIA



FILED

01/29/26

10:38 AM

A2601020

APPLICATION No. : _____

In the matter of the Application of MAIN EXPRESS, LLC, for passenger stage authority under Section 1031, et. seq., of the California Public Utilities Code, to transport passengers and baggage express, on an on-call, county-to-county fare basis, between the counties of San Diego, Orange, Los Angeles, San Bernardino, Riverside, Kern, Monterey, Tulare, Fresno, Santa Clara, San Mateo, San Francisco, Alameda and Sacramento, on the other hand; and to establish a Zone of Rate Freedom (ZORF) under Section 454.2, et. Seq., of the PU Code.

APPLICATION

The application of MAIN EXPRESS, LLC, hereinafter designated as Applicant, respectfully represents:

I

Applicant is a Limited Liability Company duly organized and existing under the Laws of the State of California. A copy of its Articles of Organization is attached hereto and marked **Exhibit-A**.

Applicant's legal name and principal place of business are as follows:

MAIN EXPRESS, LLC
Attn: Martina Contreras, Member/CEO
8823 GOLDEN AVENUE
DOWNEY, CA 90242

where it will engage in the transportation of passengers as a passenger stage corporation (PSC).

II

CONTACT: Please, direct any correspondence, notice, pleadings and inquiries related to this Application or specifics on the design of the proposed passenger stage service should be addressed to Applicant's representative as follows:

Martina Contreras, Company Executive Officer
F.polanco1990@yahoo.com
8823 Golden Ave.
Downey, CA 90242
(714) 930-3478

III

PROPOSED SERVICE: Applicant seeks authority under Section 1031, et. seq., of the California Public Utilities Code, to operate as a passenger stage corporation to transport passengers and their baggage and "unaccompanied baggage express", on an on-call, county-to-county basis, between points in the counties of San Diego, Orange, Los Angeles, San Bernardino, Riverside, Kern, Monterey, Tulare, Fresno, Santa Clara, San Mateo, San Francisco, Alameda and Sacramento.

Applicant also seeks Commission authorization to establish a zone-of-rate-freedom (ZORF) of plus-or-minus thirty percent $\pm 15\%$ above and below the proposed fares, pursuant to provisions under Section 454.2, et. Seq., of the California Public Utilities Code: *the lowest allowable fare will be \$30.00.*

IV

SERVICE AREA DESCRIPTIONS:

ON-CALL, COUNTY-TO-COUNTY, SERVICE AREA:

Points in the counties of San Diego, Orange, Los Angeles, San Bernardino, Riverside, Kern, Monterey, Tulare, Fresno, Santa Clara, San Mateo, San Francisco, Alameda and Sacramento.

V

ROUTE DESCRIPTIONS:

ON-CALL, COUNTY-TO-COUNTY SERVICE ROUTES

Commencing at any of the counties described in Section IV, then over the most convenient streets, expressways, and highways to any of the other counties described in Section IV.

VI

CUSTOMER BASE: Applicant's customer base is an underserved community of predominantly Spanish speaking families, business people, and migrant workers (permitted to work in the United States of America): *traveling between work sites, and between communities in California. As with most ethnic communities the Spanish speaking communities Applicant*

proposes to serve are very particular about the type of transportation they use; and the choice of transportation is usually based on common language and price. At the present, Applicant believes the communities' need for competitive, properly licensed transportation, are yet to be met. The Spanish community offers a market of families and business people with a growing need for competitive, reliable, transportation service. Applicant is owned by members of these communities with clear understanding of the culture and the communities' transportation needs.

VII

FARES: The proposed fares, rules and regulations governing the proposed service will be in accordance with those attached hereto and marked **EXHIBIT-B**.

EXHIBIT-C is maps showing the approximate service points and routes Applicant proposes to serve.

VIII

FREQUENCY OF SERVICE: Applicant proposes to operate seven (7) days per week, 365 days a year, 24 hours per day: *operating one one-way per trip per van per day, county-to-county. Although Applicant will make all efforts to accommodate all passengers who need its service, a 24-hour reservation will be required to guarantee service, and prevent inconvenience to other passengers.*

IX

EQUIPMENT: Applicant will use a fleet of ten 15-passenger vans will be used for the proposed, "county-to-county" service. Current and new member-owners will contribute for more equipment if needed. All vehicles will be fully automatic, air-conditioned, fully insured, and meet or exceed all safety requirements.

X

FINANCIAL STATEMENTS: Attached hereto and marked **Exhibit-D** is Applicant's most recent available "Balance Sheet". *The member-owners of Applicant will contribute additional resources necessary to operate and ensure the viability of the proposed service.*

The "Pro Forma Projected Annual Income and Expense Statement", attached hereto and marked **Exhibit-E** shows viability of the proposed service.

XI

Parties upon whom NOTICE of the filing of this Application were served, as directed by Rule 3.3(b) of the Rules of Practice and Procedure, are listed in EXHIBIT-F. Parties upon whom a COPY of the Application was served are listed in the proof of service by mail EXHIBIT-G.

However, pursuant to Rule 1.2 of the Commission's Rules of Practice and Procedure, Applicant hereby requests a waiver of the requirements of Rule 3.3(b) of the Commission's Rules of Practice and Procedure if, and to the extent thereof, that the Notice issued by Applicant may be deficient. Applicant does not believe the Notice given of the filing of this Application is inadequate under that Rule, but through over-caution, seeks this waiver. Copies of the Application were sent to the "regional" public transit operators in the involved area, and the Airports, et al, authorities. Notice was served on the five involved counties and other entities listed in EXHIBIT-F.

Further, the Notice of the Application will be published in the Commission's Daily Calendar which is adequate notice to the public for all formal passenger carrier Applications. Applicant believes the Notices provided are manifestly adequate but, if necessary, applicant requests waiver of Rule 3.3(b) to the extent required.

XII

Applicant has the equipment and other resources needed, and is ready, willing and able to provide the proposed service. By allowing customers to call for service as proposed in Section III, applicant seeks to offer a guaranteed, demand responsive, shared-ride, transportation as an alternative to regularly scheduled service.

XIII

Applicant alleges that the proposed passenger stage service is in the public interest and will promote the same for the following reasons, among others:

a. Applicant is a Limited Liability Company organized and existing under the Laws of the State of California whose member-owners are experienced business owners and drivers, and respected members of the Spanish Speaking Community;

b. Applicant will also seek licenses from the Federal Highway Safety Administration to provide interstate passengers transportation services;

c. The establishment of the new "United States-Mexico-Canada **Agreement (USMCA)**" just signed between the USA, Mexico and Canada, is expected to result in a continued growth in trade and business related travel between the Latin American countries and the United States of America (USA), in general, and between Mexico and the USA, in particular;

d. Applicant's customer base consists, predominantly, of Spanish Speaking travelers who prefer an "on-call, county-to-county" passenger stage service, as an alternative to regularly scheduled PSC services, and those services offered by unlicensed operators in the market;

e. Applicant's proposed service offers a "demand responsive transportation" with flexible pick-up/drop-off points at customer's best possible convenience;

f. There will be no adverse effect upon any other carrier, nor upon the public resulting from granting the Application;

g. Member/owners will operate as bilingual drivers (English, Spanish), with full knowledge of safety rules and regulations of the Commission, the California Highway Patrol, et al, agencies;

h. Applicant believes, as shown in its pro-forma, that the proposed service is viable;

i. Applicant is competing with variety of transportation services, several of whom are unlicensed and unregulated carriers serving the same market at unpredictable fares;

j. The proposed service offers a competitive, legal, alternative passenger and baggage-express service for Spanish speaking families and business people traveling between the counties describe in III of the Application;

k. Applicant seeks to establish a zone of rate freedom (ZORF) of plus-or-minus thirty percent ($\pm 30\%$) above and below the proposed fares: *allowing Applicant to stay competitive by revising its fares with "10 days-notice" to the Commission: the minimum allowable fare is \$30.00;*

1. Applicant believes the proposed service is in the public interest and vital to the Spanish speaking communities it proposes to serve.

XIV

It is alleged with some degree of certainty that granting this application will have no significant effect upon the quality of the human environment nor will it have any, significant, adverse effect upon energy efficiencies, but would rather encourage the public to share ride and reduce congestion on the highways.

XV

It is respectfully submitted that this application is proper for decision under the Commission's ex parte procedure and that the application is non-controversial in that the public will not be adversely affected in any way by the granting of the application.

WHEREFORE, Applicant prays that the Commission issue its order as follows:

1. An ex parte order granting the Applicant a passenger stage authority as requested in the application;
2. Granting Applicant a zone-of-rate-freedom (ZORF) of plus-or-minus thirty percent ($\pm 30\%$) above and below the proposed fares, pursuant to provisions under Section 454.2, et. Seq., of the California Public Utilities Code: the lowest allowable fare will be \$30.00.;
3. Authorizing Applicant to transport unaccompanied Baggage Express;
4. Making the Commission's decision effective upon the date of signing thereof; and
5. Granting the Applicant such other relief as is just and proper.

Dated this 31st day of December.

By: *Martina C*
MARTINA CONTRERAS,
Member/CEO
MAIN EXPRESS, LLC
Applicant

VERIFICATION

I, MARTINA CONTRERAS, Member/CEO, MAIN EXPRESS, LLC, heresay:

I have read the foregoing Application and know the contents thereof, and the same is true of my knowledge, except for those matters that are stated therein on information and belief, and as to those matters I believe to be true.

I declare under Penalty of Perjury that this application submitted for passenger stage authority is true and correct.

Executed at Los Angeles, California, this 31st day of Decemeber.

By: *Martina C*
MARTINA CONTRERAS,
Member/CEO
MAIN EXPRESS, LLC
Applicant

APPLICATION No: _____

NOTICE OF APPLICATION

This is to notify you that MAIN EXPRESS, LLC, a Limited Liability Company organized and existing under the Laws of the State of California, has filed an application with the Public Utilities Commission (PUC), under Section 1031, et. seq., of the Public Utilities Code, for authority to operate an on-call, county-to-county, passenger stage service transporting passengers and their baggage and "unaccompanied baggage express" between points in the counties of San Diego, Orange, Los Angeles, San Bernardino, Riverside, Kern, Monterey, Tulare, Fresno, Santa Clara, San Mateo, San Francisco, Alameda and Sacramento. Applicant's primary customer base includes but is not limited to Spanish speaking business travelers, migrant workers and families traveling between the counties described above: Applicant presently operates a charter party carrier service under TCP-37486-P.

To keep its fares reasonable and competitive, Applicant has also requested Commission approval to establish a zone-of-rate-freedom ("ZORF": a price range within which Application may request the PUC for fare adjustment with 10 days-notice) of plus-or-minus thirty percent ($\pm 30\%$) above and below the proposed fares, in accordance with Section 454.2, et. seq., of the California Public Utilities Code.

There will be no adverse effect upon any other carrier, nor upon the public, resulting from granting the application. All drivers will be highly motivated professionals, who are drug-free, bilingual [in "English and Spanish"], "Homeland Security" cleared, with full knowledge of safety rules and regulations of the PUC, the California Highway Patrol, the airport authorities and the US Government. Applicant will use fleet of ten 15-passenger vans, fully insured, air-conditioned and safe, for the proposed service: more equipment will be added the member-owners as needed.

If you would like to have a copy of the application, please make your request in writing to:

MAIN EXPRESS, LLC
Attn: Martina Contreras, Member/CEO
8823 GOLDEN AVENUE
DOWNEY, CA 90242
(626) 230-8791

Martina Contreras, Member/CEO, *Martina C* dated 31st day of December, 2025.