

ORIGINALDecision No. 73245

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of WATTS-COMPTON IMPROVEMENT ASSOCIATION, for certificate of public convenience and necessity to operate passenger stage service between the South-Central Los Angeles Area and various industrial areas, in Los Angeles County or Orange County.

Application No. 49492
(Filed June 23, 1967; Amended August 10 and August 30, 1967)

In the Matter of the Application of EAST LOS ANGELES COMMUNITY IMPROVEMENT ASSOCIATION, for certificate of public convenience and necessity to operate passenger stage service between the East Los Angeles Area and various industrial areas, in Los Angeles County or Orange County.

Application No. 49648
(Filed August 30, 1967)

In the Matter of the Application of AVALON-CARVER COMMUNITY CENTER, for certificate of public convenience and necessity to operate passenger stage service between the Avalon-Central Area of Los Angeles and various industrial areas, in Los Angeles County and Orange County.

Application No. 49649
(Filed August 30, 1967)

Ronald A. Zumbrun, for applicants.
Robert Gustaveson, for the City of Pomona, protestant.
Howard C. Beardsley, for Southern California Rapid Transit District; M. A. Chamberlain, for the City of Torrance; W. A. Hard, for the City of Santa Monica; George W. Ballard and Kenneth R. Moore, for Brotherhood of Railroad Trainmen; J. L. Evans, for BLF&E, State Legislative Board, interested parties.
Fred Ballenger, for the Commission staff.

O P I N I O N

Each of the applicants herein proposes to operate a passenger stage service between points within Los Angeles, on the one hand, and various industrial areas in Los Angeles and Orange Counties, on the other hand.

The origin areas in Los Angeles would differ in that Watts-Compton Improvement Association (Watts-Compton) proposes to serve an area within South-Central Los Angeles; East Los Angeles Community Improvement Association (East Los Angeles) proposes to serve an area within East Los Angeles; and Avalon-Carver Community Center (Avalon-Carver) proposes to serve the Avalon and Central Area of Los Angeles. With the exception of a Burbank Area, which Watts-Compton does not propose to serve and the others do propose to serve, each of the applicants proposes service to specific plants in defined industrial areas within Pomona, Fullerton, Long Beach, Torrance and Santa Monica. Each also proposes service to Harbor General Hospital.

A public hearing was held before Examiner Daly, on September 21, 1967, at Los Angeles, and the matters were submitted. Only the City of Pomona appeared in protest to the applications.

The applications were filed with the encouragement and cooperation of the Transportation Employment Project, a State agency. The agency, relying upon federal funds which are available from the United States Department of Housing and Urban Development, will work very closely with applicants to provide direct low cost bus services between Los Angeles and surrounding industrial areas.

The need for the proposed services was first pointed out in the McCone Commission Report, where that Commission found as follows:

"Our investigation has brought into clear focus the fact that inadequate and costly public transportation currently existing throughout the Los Angeles Area seriously restricts the residents of the disadvantaged areas, such as South-Central Los Angeles. This lack of adequate transportation handicaps them in seeking and holding jobs, attending schools, shopping and in fulfilling other needs. It has a major influence in creating a sense of isolation, with its resultant frustrations, among the residents of South-Central Los Angeles, particularly the Watts Area."

According to the applications, many people living in the South-Central Los Angeles Area are in need of jobs, but the lack of adequate public transportation prevents them from overcoming the problem. Very few can afford automobiles that are mechanically adequate for commuting to and from the outlying industrial areas.

Applicants Watts-Compton and East Los Angeles propose to lease equipment from local bus operators, whereas Avalon-Carver proposes to purchase and operate its own equipment.

Service by each applicant would be provided daily Monday through Friday. The weekly adult fares would range from \$5 to the Torrance Industrial Area, as proposed by Watts-Compton, to \$10 to the more distant Pomona Area, as proposed by Avalon-Carver. Service would be limited to employees of the industrial plants within the specified areas. No service would be provided to intermediate points or locally within the industrial areas. New employees would be transported without charge until receipt of their first pay check, at which time past transportation would be paid for. The service would be provided to potential employees having job interview appointments.

In effect the proposed services would constitute large car pools, with the drivers, in many instances, being employed at one of the industrial plants. It is expected that the use of part-time drivers will help to hold the cost of operations at a minimum; however, it was made clear that the use of part-time drivers would be limited to those who were trained and experienced.

A representative of the Transportation Employment Agency testified that approximately 35 percent of the people within the proposed Los Angeles Area do not have automobiles. He also introduced exhibits showing the circuitous combination of routes one

must travel between the proposed areas via existing public transportation. Not only is the time in transit lengthy, but the combined fares are exceedingly high.

Several public witnesses testified in support of the applications. One individual, who is the assistant personnel manager for Lockheed Aircraft Company in Burbank, testified that many employees recruited from the South-Central Los Angeles Area lost their jobs because of absenteeism or tardiness due to a lack, or failure of transportation. Another witness who is employed as a senior employment interviewer for System Development Corporation, in Santa Monica, testified that a major problem with hiring individuals from minority groups living in South-Central Los Angeles is inadequate public transportation.

The protest of the City of Pomona is based upon the argument that there are not sufficient jobs within the Pomona Area to take care of those residents who are presently unemployed. It was further argued that of the negro residents of Pomona, only one out of five works in Pomona, and, therefore, public convenience and necessity do not require the proposed service within the Pomona area.

After consideration, the Commission finds as follows:

1. The South-Central, East Los Angeles and Avalon-Central Areas are composed of minority groups, many of whom are in need of jobs.
2. Job opportunities are available at industrial plants surrounding the South-Central, East Los Angeles and Avalon-Central Areas.
3. At the present time, there are no direct means of public transportation between the South-Central, East Los Angeles and Avalon-Central Areas and the surrounding industrial areas.

4. Public convenience and necessity require the granting of the applications.

Applicants are hereby 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 over a particular route. 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.

O R D E R

IT IS ORDERED that:

1. Certificates of public convenience and necessity are hereby granted to Watts-Compton Improvement Association, East Los Angeles Community Improvement Association and Avalon-Carver Community Center, authorizing them to operate as passenger stage corporations, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendices A, B and C, attached hereto and made a part hereof. Service shall be limited to the industrial plants set forth in the applications and as specified in applicants' tariffs. Any amendments thereof shall be accompanied by appropriate tariff filings.

2. In providing service pursuant to the certificates herein granted, applicants shall comply with and observe the following service regulations:

- (a) Within thirty days after the effective date hereof, applicants shall file a written acceptance of the certificates herein granted. Applicants are placed on notice that, if they accept the certificates of public convenience and necessity herein granted, they will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 101-B. Failure to comply with and observe the safety rules, or the provisions of General Orders Nos. 98-A or 101-B, may result in a cancellation of the operating authority granted by this decision.
- (b) Within one hundred twenty days after the effective date hereof, applicants shall establish the service herein authorized 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 service herein authorized.
- (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 Orders Nos. 79 and 98-A.
- (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

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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 ten days after the date hereof.

Dated at San Francisco, California, this 25th day of OCTOBER, 1967.

John E. Aptikell
President

William L. Bennett

Richard W. Bennett

William J. Bennett

Sheff P. Morrison
Commissioners

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Appendix A WATTS-COMPTON IMPROVEMENT ASSOCIATION Original Page 1
(A corporation)

CERTIFICATE

of

PUBLIC CONVENIENCE AND NECESSITY

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. 73245, dated
OCT 24, 1967, of the Public Utilities Commission
of the State of California, in Application No. 49492.

SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS

(a) South-Central Los Angeles

Commencing at the intersection of Vermont Avenue and Slauson Avenue, thence along Slauson Avenue, Alameda Street, Rosecrans Avenue, Vermont Avenue to Slauson Avenue.

(b) Pomona

Commencing at the intersection of Fifth Avenue and Hamilton Boulevard (Pomona), thence along Hamilton Boulevard, Holt Avenue, and Valley Boulevard to Grand Avenue (Walnut), thence along an imaginary line to the intersection of Brea Canyon Road and Sunset Crossing Road, thence via Brea Canyon Road and Fifth Avenue to Hamilton Boulevard.

(c) Fullerton

Commencing at the intersection of Orangethorpe Avenue and State College Boulevard (Fullerton), thence along Orangethorpe Avenue and Stanton Avenue to Malvern Avenue, thence along an imaginary line easterly to the intersection of Virginia Road and State College Boulevard, thence along State College Boulevard to Orangethorpe Avenue.

(d) Long Beach (Douglas Aircraft Plant), at the intersection of Lakewood Boulevard and Carson Street, City of Long Beach.(e) Harbor General Hospital, at the intersection of Carson Street and Vermont Avenue, City of Los Angeles.(f) Torrance

Commencing at the intersection of 190th Street and Hawthorne Boulevard (Torrance), thence along Hawthorne Boulevard, Del Amo Boulevard (prolonged easterly to Crenshaw Boulevard), Crenshaw Boulevard, Dominguez Street (prolonged easterly to Van Ness Avenue), Van Ness Avenue, Border Avenue, Carson Street, Western Avenue, 203rd Street, Denker Avenue, Torrance

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SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS - Continued

Boulevard, Normandie Avenue, 204th Street (prolonged easterly to Harbor Freeway), Harbor Freeway, San Diego Freeway and 190th Street to Hawthorne Boulevard.

Also: Commencing at the intersection of Hawthorne Boulevard and Lomita Boulevard, City of Torrance, along Lomita Boulevard to Crenshaw Boulevard.

(g) Santa Monica

Commencing at the intersection of Colorado Avenue and Lincoln Boulevard (Santa Monica), thence along Colorado Avenue, 20th Street, Broadway, 26th Street, Colorado Avenue, Idaho Avenue, Bundy Drive, Pico Boulevard, Santa Monica Freeway, and Lincoln Boulevard to Colorado Avenue.

Also: Douglas Plant on 3000 Ocean Park Boulevard, City of Santa Monica.

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(A corporation)

SECTION 3 ROUTE DESCRIPTIONS

The Watts-Compton Improvement Association shall conduct said passenger stage operations between the South-Central Los Angeles Area and the Pomona, Fullerton, Long Beach, Torrance, Los Angeles and Santa Monica Industrial areas and locations as described, over and along the most direct or appropriate route or routes.

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Appendix B

EAST LOS ANGELES COMMUNITY
IMPROVEMENT ASSOCIATION
(A corporation)

Original Page 1

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Issued under authority of Decision No. 73245, dated
OCT 24, 1967, of the Public Utilities Commission of
the State of California, in Application No. 49648.

SECTION 1 GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS AND SPECIFICATIONS

The East Los Angeles Community Improvement Association, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers between the East Los Angeles Area, on the one hand, and the Pomona, Fullerton, Douglas Aircraft Plant, Long Beach Naval Shipyard, Los Angeles International Airport, Santa Monica and Burbank areas and locations as hereinafter described, on the other hand, subject to the following conditions and restrictions:

- (a) Passengers shall be transported only between points within the East Los Angeles Area, on the one hand, and points within the Industrial Areas, on the other hand.
- (b) No passenger shall be transported whose origin and destination are both:
 - 1) Within the East Los Angeles Area; or
 - 2) Within any one or more of the Industrial Areas.
- (c) No passenger shall be picked up or discharged at intermediate points outside the East Los Angeles Area or the Industrial Areas.
- (d) All passengers transported shall be bona fide employees of industries located within the named Industrial Areas or persons seeking employment at such industries.
- (e) Passenger stage services shall be operated only at times necessary to meet employee shift changes at the industries served and at other times when necessary to transport persons seeking employment at said industries.
- (f) Service in the Los Angeles International Airport, Santa Monica and Burbank Industrial Areas shall be restricted to those industries named in Appendices A, B, and C attached to the application. Additional industries within said areas may be served by naming such industries in the passenger tariff and supplements thereto that may be later filed by applicant.

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Decision No. 73245, Application No. 49648.

SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS

(a) East Los Angeles Area

Commencing at the intersection of Olympic Boulevard and Alameda Street (Los Angeles), thence along Alameda Street, North Spring Street, North Broadway, Lincoln Park Avenue, Mission Road, Valley Boulevard to Boca Avenue, thence along an imaginary line to the San Bernardino-Long Beach Freeway interchange, thence along the Long Beach Freeway, Floral Drive to Atlantic Boulevard, thence along an imaginary line to Hammel Street and Gerhart Avenue, thence along Gerhart Avenue and Olympic Boulevard to Alameda Street.

(b) Pomona

Commencing at the intersection of Fifth Avenue and Hamilton Boulevard (Pomona), thence along Hamilton Boulevard, Holt Avenue, and Valley Boulevard to Grand Avenue (Walnut), thence along an imaginary line to the intersection of Brea Canyon Road and Sunset Crossing Road, thence via Brea Canyon Road and Fifth Avenue to Hamilton Boulevard.

(c) Fullerton

Commencing at the intersection of Orangethorpe Avenue and State College Boulevard (Fullerton), thence along Orangethorpe Avenue and Stanton Avenue to Malvern Avenue, thence along an imaginary line easterly to the intersection of Virginia Road and State College Boulevard to Orangethorpe Avenue.

(d) Douglas Aircraft Plant: At the intersection of Lakewood Boulevard and Carson Street, City of Long Beach.(e) Long Beach Naval Shipyard: On Seaside Boulevard, (Terminal Island), City of Long Beach.(f) Los Angeles International Airport

Commencing at the intersection of Manchester Boulevard and La Cienega Boulevard (Inglewood), thence along Manchester Boulevard, Airport Boulevard, Century Boulevard, Sepulveda Boulevard, El Segundo Boulevard, and La Cienega Boulevard to Manchester Boulevard.

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(A corporation)

SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS - Continued

(g) Santa Monica

Commencing at the intersection of Colorado Avenue and Lincoln Boulevard, (Santa Monica), thence along Colorado Avenue, 20th Street, Broadway, 26th Street, Colorado Avenue, Idaho Avenue, Bundy Drive, Pico Boulevard, Santa Monica Freeway, and Lincoln Boulevard to Colorado Avenue.

Also: Douglas Plant on 3000 Ocean Park Boulevard and Lear Siegler Inc., 3171 South Bundy Drive, City of Santa Monica.

(h) Burbank

Commencing at the intersection of Victory Boulevard and Burbank Boulevard, thence along Victory Boulevard, Vineland Avenue, Sunland Boulevard, San Fernando Road, San Fernando Boulevard and Victory Place to Victory and Burbank Boulevards.

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SECTION 3 ROUTE DESCRIPTIONS

The East Los Angeles Community Improvement Association shall conduct said passenger stage operations between the East Los Angeles area and the Pomona, Fullerton, Long Beach, Los Angeles, Santa Monica and Burbank areas and locations as described, over and along the most direct or appropriate route or routes.

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AVALON-CARVER COMMUNITY CENTER Original Page 1
(A corporation)

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Issued under authority of Decision No. 73245, dated
OCT 24 1, 1967, of the Public Utilities Commission of
the State of California, in Application No. 49649.

SECTION 1 GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS AND SPECIFICATIONS

The Avalon-Carver Community Center, by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers between the Avalon-Central Area (Los Angeles), on the one hand, and the Pomona, Fullerton, Los Angeles, Long Beach, Torrance, Santa Monica and Burbank areas and locations as hereinafter described, on the other hand, subject to the following conditions and restrictions:

- (a) Passengers shall be transported only between points within the Avalon-Central Area of Los Angeles, on the one hand, and points within the Employment Areas, on the other hand.
- (b) No passenger shall be transported whose origin and destination are both:
 - 1) Within the Avalon-Central Area of Los Angeles, or
 - 2) Within any one or more of the Employment Areas.
- (c) No passenger shall be picked up or discharged at intermediate points outside the Avalon-Central Area of Los Angeles or the Employment Areas.
- (d) All passengers transported shall be bona fide employees of industries located within the named Industrial Areas or persons seeking employment at such industries.
- (e) Passenger stage services shall be operated only at times necessary to meet shift changes at the industries served and at other times when necessary to transport persons seeking employment at said industries.
- (f) Industries to be served in the Torrance, Santa Monica and Burbank Employment Areas shall be restricted to those named in Appendices A, B, and C attached to the application. Additional industries within said areas may be served by naming such additional industries in the passenger tariff and supplements thereto that may be later filed by applicant.

Issued by California Public Utilities Commission.

Decision No. 73245, Application No. 49649.

SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS

(a) Avalon-Central Area of Los Angeles

Commencing at the intersection of Fourth Avenue and Slauson Avenue (Los Angeles), thence along Slauson Avenue, Alameda Street, Olympic Boulevard, San Pedro Street, Jefferson Boulevard, Figueroa Street, Exposition Boulevard, and Fourth Avenue to Slauson Avenue.

(b) Pomona

Commencing at the intersection of Fifth Avenue and Hamilton Boulevard (Pomona), thence along Hamilton Boulevard, Holt Avenue, and Valley Boulevard to Grand Avenue (Walnut), thence along an imaginary line to the intersection of Brea Canyon Road and Sunset Crossing Road, thence via Brea Canyon Road and Fifth Avenue to Hamilton Boulevard.

(c) Fullerton

Commencing at the intersection of Orangethorpe Avenue and State College Boulevard (Fullerton), thence along Orangethorpe Avenue and Stanton Avenue to Malvern Avenue, thence along an imaginary line easterly to the intersection of Virginia Road and State College Boulevard, thence along State College Boulevard to Orangethorpe Avenue.

(d) Douglas Aircraft Plant, at the intersection of Lakewood Boulevard and Carson Street, City of Long Beach.(e) Harbor General Hospital, at the intersection of Carson Street and Vermont Avenue, City of Los Angeles.(f) Torrance

(1) Commencing at the intersection of 190th Street and Hawthorne Boulevard (Torrance), thence along Hawthorne Boulevard, Del Amo Boulevard (prolonged easterly to Maple Avenue), Maple Avenue, Maricopa Street, Crenshaw Boulevard, Dominguez Street (prolonged easterly to Van Ness Avenue), Van Ness Avenue, Border Avenue, Carson Street, Western Avenue, 203rd Street, Denker Avenue, Torrance Boulevard, Normandie Avenue, 204th Street (prolonged easterly to Harbor Freeway), Harbor Freeway and 190th Street to Hawthorne Boulevard.

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SECTION 2 DESCRIPTION OF AREAS AND LOCATIONS - Continued

(2) Commencing at the intersection of Hawthorne Boulevard and Lomita Boulevard (Torrance) along Lomita Boulevard to Crenshaw Boulevard.

(g) Santa Monica

Commencing at the intersection of Colorado Avenue and Lincoln Boulevard, City of Santa Monica, thence along Colorado Avenue, 20th Street, Broadway, 26th Street, Colorado Avenue, Idaho Avenue, Bundy Drive, Pico Boulevard, Santa Monica Freeway, and Lincoln Boulevard to Colorado Avenue.

Also: Douglas Plant, 3000 Ocean Park Boulevard and Lear Siegler Inc., 3171 S. Bundy Drive, City of Santa Monica.

(h) Burbank

Commencing at the intersection of Victory Boulevard and Burbank Boulevard, thence along Victory Boulevard, Vineland Avenue, Sunland Boulevard, San Fernando Road, San Fernando Boulevard and Victory Place to Victory and Burbank Boulevards.

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SECTION 3 ROUTE DESCRIPTIONS

The Avalon-Carver Community Center shall conduct said passenger stage operations between the Avalon-Central Los Angeles Area and the Pomona, Fullerton, Los Angeles, Long Beach, Torrance, Santa Monica and Burbank areas and locations as described, over and along the most direct or appropriate route or routes.

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